

DAILY CITY RECORD

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BY J. L. BROWN

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SUPERIOR COURT

Cases Pending, in Progress, Settled, With Interesting Details to San Mateo County Folks

Judge Buck has granted a final decree of divorce to Carlo Siri from Maria Siri. The interlocutory decree was granted October 1, 1912. The custody of the minor child was reserved for future consideration.

A. F. French has commenced an action against Louise Pullman et al to recover the sum of \$386.45 for services and materials furnished to defendants during the last two years. Plaintiff also asks for costs of suit.

Barbara Miguel and others have commenced foreclosure proceedings against Rosa Quardo and Rosa Quardo, as administratrix of the estate of John Quardo, deceased, to recover the sum of \$1060. The property on which the mortgage is to be foreclosed consists of three pieces of realty near Pescadero containing about 21 acres. The amount sought to be recovered is the balance due on a \$2000 promissory note executed at Half Moon Bay December 1, 1906, by John Quardo, then in life, and his wife, Rosa Quardo. Plaintiff also asks for costs of suit, interest and attorney fees in the amount of 10 per cent of the judgment.

The E. W. McLellan Company has brought suit against the Sante Rozzi Company to recover damages in the sum of \$3300. The complaint alleges that the parties to the suit entered into an agreement last September whereby plaintiff agreed to purchase the defendant's crop of violets at Baden for 60 cents per dozen bunches. Plaintiff has carried out its portion of the agreement, but the defendant company failed to deliver the crop. The McLellan Company now asks damages and also asks for a restraining order to prevent defendant from disposing of the crop to other persons. The McLellan Company has a corner on all the violets grown on the peninsula, having some time ago purchased all the crops grown in this section of the State.

John E. Bennett has commenced an action against Percy L. Shuman et al to secure possession of lots 75 and 82, San Mateo Park. The complaint alleges that the property was bought by plaintiff under a foreclosure sale and that a deed will be given to him by the commission on January 1, 1914. Plaintiff claims that Defendant Joseph H. Defrees received a trust deed to the property in 1911 without consideration and that said instrument has no force or effect. Bennett asks that an injunction be issued preventing defendants from disposing of the property and that defendant Defrees be made to show what claim he actually has against the realty in question.

Kopp & Schick vs. Mary Farrell et al—Trial had and after argument case submitted.

Laura M. Huntington vs. Oscar M. Bryant—Order made permitting plaintiff to amend complaint.

H. C. Barker vs. City of Daly City—Motion for restraining order denied.

Tony Canadas vs. Hugh Ridges et al—Demurrer sustained and plaintiff allowed 10 days to amend complaint.

Mary A. Tobin vs. Henry Ward Brown et al—Demurrers continued to January 7, 1914.

The Emporium Co. vs. City of Burlingame—Demurrer continued to December 18.

Mary Taylor vs. B. Taylor—Notice of motion to retax costs, etc. dropped from calendar.

Gustave Jelinsky vs. Anna L. Wolff—Judgment ordered for plaintiff.

Margaret Brown vs. Chester W. Brown—Interlocutory decree of divorce vacated and set aside.

Joseph Steffen vs. Emma Steffen—Trial had and matter to be submitted on briefs for decision and determination.

Carrie E. Gillespie vs. W. W. Gillespie—Order to show cause continued to December 18; trial continued to December 18.

S. Barbieri vs. A. Schenonni et al—Case submitted after argument for decision.

People vs. Dave Sullivan—Charge dismissed on motion of District Attorney.

Estate of Mary Woods, deceased—Jos. H. Nash granted letters of administration with bond fixed at \$300.

PROBATE MATTERS

Catherine A. Fitzgerald, formerly C. A. Nash, has petitioned for an order vesting in her a piece of property at Ravenswood containing 75 acres. The realty was formerly owned by Samuel Nash, who deeded it to his son, Samuel C. Nash, in 1904, holding a life estate in it. Subsequently, the latter transferred it to his wife, who now desires to terminate the life estate held in the property by the elder Nash, who died subsequently to his son.

C. B. Maxwell has applied for letters of administration upon the estate of David L. Maxwell, who died at San Mateo on November 29, 1913. The estate consists of real property in San Mateo county, valued at \$1500. The petitioner is a son of the deceased, residing in San Francisco.

Warren De Gear has applied for letters of administration upon the estate of Jessie De Gear, who died at Burlingame on July 26, 1913. The estate consists of an undivided one-half interest in certain real property located at Burlingame, valued at \$1000. The heirs at law are the petitioner, husband of the deceased, and Madeline De Gear, residing at San Francisco, and Joseph W. De Gear, residing at Burlingame.

J. F. Davis has filed the last will and testament of his wife, Ovita J. Davis, who died at Easton November 22, 1913. The will was executed on July 1, 1911, and by its terms the entire estate was bequeathed to her husband. The estate consists of the Davis home at Easton, valued at \$4700, and household effects worth \$275. The entire value of the estate does not exceed the sum of \$5000. J. F. Davis has applied for letters testamentary. He is named as executor under the will.

Adrian Bonnet has applied for letters of administration upon the estate of Marin Bonnet, who died November 12, 1913. The estate consists of a lot near Colma on which is located a small dwelling house, valued at about \$300. The petitioner is a resident of Saratoga, Santa Clara county.

Alfred Mattson has applied for letters of administration upon the estate of Matt Asplund, who died in Washington October 27, 1913. He was a legal resident of San Bruno at the time of his death. The estate consists of a life insurance policy of \$1000 and the sum of \$100 due from the Chicago, Milwaukee and St. Paul Railroad Company. The entire value of the estate does not exceed \$1100. The petitioner is a brother and the only heir.

Carrie A. Jury has applied for letters of administration upon the estate of Miranda E. Mills, who died in San Mateo December 6, 1913. The estate consists of real and personal property in San Francisco and San Mateo counties, the value of which exceeds \$10,000. The personal property consists of money in bank, personal effects, etc., worth \$2500. The annual income from the real estate is \$4800. The heirs at law are the petitioner, a daughter, and Burleigh C. Murray, a son. The latter consents in writing to have his sister administer upon the estate. The value of her estate is not known, but it will exceed the sum of \$100,000. Shortly before her death Mrs. Mills deeded a good portion of her property to her children.

Estate and guardianship of Frances E. McClees, an incompetent person—Petition for restoration granted; first and final account of guardian allowed and settled.

Estate of Mary Callan, deceased—Petition to set aside homestead continued to January 8, 1914.

Estate and guardianship of William Cluff Downey et al—Third annual account of guardian allowed and settled.

Estate of Adolph Garsia, deceased—George W. Sneider granted letters of administration, with bond fixed at \$200.

Estate of Charles F. Barbeau, deceased—Order to show cause on sale of real estate granted.

Estate of George Horace Steele, deceased—Will admitted to probate and Elizabeth A. Steele granted letters testamentary.

Estate of Josephine Hutchings, deceased—Final account allowed and settled and petition for distribution granted.

Estate of Peter Kehoe, deceased—Geo. W. Sneider granted letters of administration, with bond fixed at \$200.

Estate and guardianship of Kate Mott, an incompetent person—Order to show cause on sale of real estate granted; bond of P. E. Lamb, guardian, raised an additional \$1000.

THE SUPERVISORS

SAN MATEO COUNTY SOLONS

The San Mateo County Supervisors met in regular session Monday. All present.

Several indigent claims were allowed.

A communication from the Panama Pacific International Exposition regarding location for San Mateo county in California State building was referred to the Fair Commission.

One bid was received for the \$20,000 Burlingame school bonds from Torrence Maeslen with \$11 premium and accrued interest. It was accepted.

The map was presented and a resolution was adopted establishing the Montara Lighting District, and bids are to be called for January 5, 1914.

The legal opinion of District Attorney Swart regarding the right of the Supervisors to change plans and specifications of contracted road through Redwood City to conform to new plans of the city was that they could not legally do so.

Mr. Swart's opinion regarding the county library, that had also been asked for, was that the Supervisors could not draw the amount from the general fund; that a special library levy must be made, which was not done.

The San Mateo Women's Club presented the proposition of producing a county magazine of one or more thousands, to be called "The Keystone," to be distributed all over the United States before the Panama Pacific Exposition to boost San Mateo county. The plan was for short stories relative to the most interesting things of the county, such as good roads, game, dairies, manufactures, antiques, oysters, etc. The cost was to be from 25 to 40 cents a copy. By motion the Supervisors voted to take

1000 copies.

The map of "Tobin Park," a new townsite over on the Coast Side, was accepted.

The ordinance relocating the United Railroad's tracks on Mission road between Colma and Cypress Lawn, to conform to map presented at previous meeting, was passed.

The matter of relocating the County Highway through South San Francisco and to San Bruno was up, there being a long petition favoring the change and a remonstrance by those opposing. After quite a discussion MacBain moved and was seconded by Casey, that the matter be referred back to the contending parties to come to some agreement and report to the Board on January 5. Casey urged the people interested to get busy so as to no longer delay the work, which the Supervisors were ready and anxious to begin at once.

The ordinance establishing voting precincts throughout the county was read and passed and by motion it was decided that each paper in townships where changes are made shall publish it, to enable the voters to thoroughly familiarize themselves with their new precinct boundaries.

A motion was made that Surveyor Neuman fix the Pescadero bridge, and fix it right.

Bids for supplies for the County Farm were ordered advertised for.

The bill of the Peninsula Auto Company for \$28, for the Sheriff's use, was passed and was to be presented to the auditor, asking his disapproval, in order to make a test case to settle once and for all the contention whether or not the Sheriff should employ an automobile to pursue criminals—and also draw mileage.

NEW SOUTHERN PACIFIC DEPOT IN SAN FRANCISCO

Residents of the Peninsula Vitaly Interested

The residents of San Mateo county should be gratified to learn that the management of the Panama Pacific Exposition has taken a hand in the matter of adjusting the difficulties existing between the Board of Supervisors of San Francisco and the Southern Pacific over the construction of a new depot at Third and Townsend streets.

The Fair directors have informed the San Francisco city fathers that any more wrangling with the railroad would prevent the completion of the proposed depot before the opening of the Exposition.

The Peninsula is vitally interested in the new depot, as it, in a large measure, typifies the growing importance of San Mateo county, and spells progress to the countless visitors who in the near future will view a beautiful structure where a broken-down shed now stands as a railroad terminal.

Unless the dispute between San Francisco and the railroad company is adjusted with expedition, the San Mateo County Development Association will probably intercede in an effort to reach a satisfactory solution.

BUILDING CONTRACTS

The following building contracts have been filed in the County Recorder's office:

James P. Fletcher agrees to erect for Alice Hager in 90 days a garage and kennels at Burlingame for \$6000.

Collman & Collman agree to erect for William C. Duncan in 100 days a two-story and basement frame building in Crystal Springs Park on lot 6, block 3, for \$14,862.

REDWOOD CITY RUMBLINGS

Miss Mary Sturtevant, a former resident of this city, was a week-end guest of Mrs. Leonard. Miss Sturtevant has for some years been a resident of San Francisco.

Donald MacKenzie has just completed the erection of two brass railings on the court house steps. While they do not beautify or adorn the building they are very useful to assist the aged and decrepit in gaining an entrance to the structure.

Mrs. F. W. Glennan and Mrs. Wolf, who were injured in a train accident two weeks ago, are improving as well as could be expected under the circumstances. It will be some time, however, before they will be able to be about.

Miss Luella McCarthy, a former teacher in the local grammar school, but now a physical culture teacher in the San Francisco department, is here on a visit with friends. Miss McCarthy is soon to wed a well-known gentleman of San Carlos.

Mrs. Thomas Tuite, who was taken to the Peninsula Hospital in San Francisco last week suffering from an attack of pleura-pneumonia, is recovering and if nothing happens she will be able to return to her home next week.

Mrs. Daniel P. Flynn, who is at the Peninsula Hospital, Palo Alto, is improving nicely, after undergoing a capital operation there last week. If no complications arise Mrs. Flynn will return home next week.

Joseph Cronin, formerly of this city, was seriously injured in an automobile accident last week. Accompanied by two other young men he was riding in a machine near Edendale when an automobile coming in the opposite direction ran into them, throwing all three to the ground. Cronin's spine was badly injured.

John F. Fehrn was acquitted on a charge of trespass last Thursday after a brief hearing before Justice of the Peace Lampkin. It was alleged that Fehrn stood on the boundary line the man Fehrn stood on the boundary line of the preserve of the Pelican Gun Club, of which he is not a member, and shot ducks flying over the preserve. It was admitted that his ducks fell outside the preserve boundary, and the jury took but five minutes to acquit him.

Mrs. George H. Rice, a wealthy widow and prominent clubwoman, met with a painful accident Wednesday afternoon while driving her automobile into a garage. Her right hand became pinned between the side of the door and the machine, breaking several of the small bones.

PACIFIC COAST SIDE

What Our Neighbors Along the Pacific's Shore Have Been Doing, Are Doing and Will Do

Mrs. Gann, teacher of the Montara-Farallone school, is planning to give a public school entertainment at the close of this season. Mrs. F. E. Littlefield is teaching the children their songs.

Roy W. Cloud, County Superintendent of Schools, paid the Coast Side schools official visits last week. He reports the schools in this section of the county in a flourishing condition.

Misses Belle Vallejo, Ritta Helm and Bertha Heacock, Half Moon Bay teachers, spent the week end in San Francisco. Miss Norma Francis, daughter of Supervisor Francis, accompanied them.

An Eastern syndicate of capitalists is about to make exhaustive tests for oil and gas in the Half Moon Bay section. Leases have been secured and work is to commence in the very near future.

Dr. G. H. Plymire, County Coroner, residing in South San Francisco, Miss Hatmire of San Mateo, Dr. Thompson, Carl Coburn and Mr. and Mrs. Joe Dias of Pescadero visited Half Moon Bay last Saturday.

The Triangle telephone manager, C. B. Smith of Moss Beach, has received word from the Pacific States Telephone Company that the equipment for the phone system to be installed as far south as Half Moon Bay had been ordered and that it would be shipped direct from the Eastern factory to Moss Beach.

The Board of Public Works of San Francisco has awarded the contract for crushing 15,000 yards of brick at the old city hall to John Savage of Half Moon Bay and J. Biggio of Daly City, the contract price being reported as \$25,500. The crushed brick is to be removed to the site of the new court house to be used in the building of its foundation.

To Contest Father's Will

Adrian W. Spivalo began last Friday a contest of the will of his father, the late Caesar R. Spivalo, a millman, who died leaving a will bequeathing a \$200,000 estate to the other members of the family, but leaving Adrian out. Laura C. Spivalo, decedent's widow, has petitioned Judge Graham of San Francisco for a family allowance of \$300 a month. Adrian also opposes this, saying that \$50 a month is the largest allowance which should be made. The contestant declares that the will is not a legal one since it omits him from its provisions, while remembering his mother, his brother Raymond and his sister Laura. The testator died November 12. The estate consists of the family home, 2756 Vallejo street, San Francisco, together with the Spivalo ranch at Belmont, a milling business worth \$100,000, and various real and personal properties in addition. The will was made November 8, 1913.

ARTICLES OF INCORPORATION

The Knights of Columbus Hall Association of San Mateo County has filed articles of incorporation in the County Clerk's office. The association has no capital stock, as it is organized for no pecuniary profit, but to erect a hall at San Mateo for the benefit of its members. The principal place of business is San Mateo. The five directors elected for the first year are: Edwin J. Tobin, Hillsborough; Joseph J. Hahir, Redwood City; James T. O'Keefe, Menlo Park; Joseph B. Ruegg, San Mateo; Ambrose McSweeney, South San Francisco.

MARRIAGE LICENSES

Albert F. Eschricht, age 24, and Laura E. Beecher, age 25, both of Portland.

Harold E. Hansen, age 27, and Gustie Coon, age 23, both of Belmont.

Scott G. Simons, age 21, and Blanche London, age 18, both of San Francisco.

Richard McDonald, age 44, and Nellie Burke, age 43, both of San Francisco.

Philip Rainier, age 22, San Jose, and Violet Evans, age 21, Gilroy.

Thomas F. Reagan, age 30, and Gertrude M. Reagan, age 23, both of San Francisco.

The Call of California

Of old she called with her lips of song,
She called with her breath of musk,
From peaks where the sunlight lingered long,
And the vales in the purpled dusk;
She called to the seas with their tides of tang,
To the ships of the for-off fleet,
And they came in the lure of the song she sang,
With their white sails, to her feet.

With cheeks of olive and eyes of night,
They laughed in her glad caress,
And she gave them her Land of the Living Light
For their wandering feet to press;
She gave them her Land of the Sun and Shine,
Where the seas and the deserts part,
And they brought her their gifts of the fig and vine
And wound them around her heart.

Yet, off in the light of the mellow moons
From the Jaspered heavens hung,
'Mid the tinkle of soft Castilian tunes
And bells from the Missions rung,
She dreamed of her bounty brimming o'er
With its largess of field and plain,
And then from the sweep of the sunlit shore
Her fond lips called again.

Then forth from the toil of grudging field
And their grinding marts they fled,
While the good ship Argo sailed, new keeled,
Where the long sea journey led;
And anon through forests and wastes they fared,
Over trackless plain and hill,
And many a blood-stained trail they dared
To the voice that called them still.

They came, and she dowered with spendthrift hands,
The hopes of their wildest dreams,
And she flung at their feet the golden sands
That slept in her shining streams—
Saxon and Teuton and Celt that trod
The paths of her treasured springs,
With shoon of silver their feet she shod
And clothed them in robes of kings.

So hath she called with her lips of song,
Of old, with her breath of musk,
From hills where the sunlight lingers long,
And the vales in the purpled dusk;
And so, from her soul's unwearied love,
Rings the voice with its olden thrill;
From the seas below and the skies above,
She is calling, calling still.

—John S. McGroarty in West Coast Magazine.

Kleptomaniac

He Unintentionally Furnished
a Theme For a Story

By HELEN HUNTINGTON

Miss Maria Ashurst, an American girl, was shopping one day in an Oxford street store in London. While selecting gloves an old gentleman of aristocratic appearance stepped up to the other end of the counter.

She was fumbling with some pairs of gloves that lay thereon. Miss Ashurst noticed the old man watching the saleswoman out of the corner of his eye, and presently when her back was turned he grabbed a bundle of gloves and stuffed them in his coat pocket. Then he sauntered leisurely away.

Now, while Miss Ashurst did not like to become an informer, yet, believing that the saleswoman would be charged for the missing gloves, she took it upon herself to call her attention to the theft, pointing to the old man's receding figure.

"Oh, that's only the Duke of Chipperton," said the saleswoman. "He's a kleptomaniac. His valet will be along in a few minutes and will settle for what he has taken."

She had hardly spoken the words before a trim, well shaven man in livery stepped up to the counter and said to the woman:

"Are you seen 'is grace this mornin'?" "E's shoppin'."

"Yes, the duke was here a bit ago."

"Did 'e purchase anything?"

"Half a dozen pairs of gloves."

"Ow much?"

"One pound ten."

The lackey opened a wallet, took out the money and paid the bill, and heft a crown besides.

"What's this for?" said the girl, pretending not to understand.

"A tip for you, miss."

"Aw! Thank you very much."

Then the valet went off after the duke to make further settlements.

Miss Ashurst was in London on her first visit, with letters of introduction that would admit her to society, and this was her first vision of any part of it.

Miss Ashurst had other views of British high life, for she became very popular in London society. She pos-

old duke coming out. He was half blind and did not see her. Feeling sure that he had been giving way to his idiosyncrasy, as soon as she entered the chamber she looked about her to see if any articles were missing. Pulling open a drawer of the dresser where she had placed her jewels the night before, she saw that they were gone. Turning to a window, she saw the duke walking as fast as his old legs would carry him away from the house. Seizing a wrap and a fur cap, she hurried downstairs and out of doors just in time to see his grace disappearing within a forest not far away. Following him, she caught sight of him putting something in the trunk of a hollow tree. As soon as he had gone Miss Ashurst went to the tree, thrust her arm into the aperture and pulled out a handful of jewels. But what made her gasp for breath was that they were not all hers. Indeed, the bulk of them evidently belonged to other guests.

Miss Ashurst perceived at once that the situation was delicate. It was evident to her that the young marquess, far from being satisfied to have his guests know his father's infirmity, would be dreadfully shocked at this case of wholesale thievery. What action should she take in the matter? She looked over the articles and thought she could name the owners of nearly all of them. She decided to take them back to the house and endeavor to replace them in the rooms from which they had been taken. But in doing this she must run the risk of being caught with the jewels in her possession and placed in the position of a thief.

One of the house party, the Lady Augusta Trimmingham, was evidently ambitious to be the Marchioness of Scarsdale and the future Duchess of Chipperton. Miss Ashurst had restored all the jewels to the different rooms to which they belonged, except some rings belonging to Lady Augusta, without being detected. She was in Lady Augusta's room in the act of placing the articles in her jewel case when who should enter but their owner.

There was a triumphant look on the latter's face when she saw that one she had begun to fear as a rival was in her power. Maria Ashurst's heart sank within her, for she knew that without accusing the real thief she was disgraced. But what at the moment she feared most was that Lady Augusta would make the matter so public that the hosts would feel obliged to make an investigation, which, though it might exonerate her, would bring out the real culprit to their mortification.

Miss Ashurst left the room without excusing herself for being there, and Lady Augusta spoke no word, but later the former returned and said:

"If I consent to leave here at once will you promise to keep my being in your room over your jewel box a secret?"

"I will make no promise," was the cool reply.

Miss Ashurst straightway made her preparations to leave the grange, for she knew that her stay there after what had happened would be practically impossible. She told her hosts that news from America would necessitate her return to London before finishing her visit, and she departed by the next train. But before going she knew that Lady Augusta had spread the story of her disgrace, for she found herself cut by most of the other guests.

Had Lady Augusta Trimmingham been content with driving Maria Ashurst away without going any further it is quite probable that the marquess would never have known the sacrifice the latter had made for him. He did not get the story from Lady Augusta direct. She preferred to acquire credit for not mentioning it, but she told so many others that it could not fail to reach him.

For the moment he was thunderstruck. Then he began to wonder what it meant. Miss Ashurst would have no interest in stealing a few jewels, for she was rich in her own right. Something must be back of it all. He must see her at once.

Giving out that especial business called him to London, he took an afternoon train, promising to return the same night. Reaching the city, he repaired at once to Miss Ashurst's residence.

"What is the meaning of this affair?" he asked.

"What affair?"

"Your being in Lady Augusta Trimmingham's room over her jewel case."

"It means that I was there."

"For what purpose? You certainly did not intend to steal her jewels."

"Certainly I did not."

"As one who has been your host I have a right to an explanation."

"And I, who have been your guest, have a right to demand that if I give you an explanation you will believe me."

"Certainly I will believe you!"

Then Maria told the story of what she had seen of the duke, from his first meeting with her to her finding her jewels and those of most of her other guests in the hollow tree.

The marquess did not keep his promise to return that night, and the next morning telegraphed his mother that matters of importance would prevent his being at home for the rest of the term for which his guests had been invited. He hoped that she would be able to entertain them without his assistance.

The story of Maria Ashurst's disgrace was circulated in London society, but owing to the Marquess of Scarsdale's marked attention to her it did not gain much credence, and when his engagement with the American girl was announced, much to the astonishment of all who had been guests at the grange with his fiancée, the matter circulated was voted the invention of an enemy.

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BAD ROADS EXTRAVAGANT.

The Hon. Champ Clark says: "I saw it stated once that the energy, material, animal life and time wasted in this country by reason of bad roads amount to the enormous sum of \$400,000,000 annually. This is astounding and may be exaggeration, but it is known that the waste is enormous. This state of affairs is so easily bettered that it is idiotic, if not criminal, to let it continue. Twenty odd years ago I advocated building by convict labor four great roads across Missouri. I was twenty years ahead of my time, but I rejoice that what I suggested then, and even much more, is in contemplation and near fruition."

THE INFLUENCE OF GOOD ROADS ON HEALTH.

A Point In Their Favor That Has Not
Received Much Attention.

The influence of good roads on public health is a point in their favor that has not received much attention. The Kansas state board of health puts the feature in the foreground and wants modern improved roads in that state because they prevent disease.

They do this because they afford drainage. A good road can never remain a good road unless it is well drained. The roadbed must not have any standing water either on its surface or below the surface. It must have drainage, and the gutters beside the roads must have slope and be kept free from obstruction so that all surplus water can escape quickly and easily.

An old fashioned, ill drained road, with its frequent pools of standing water on the road or by the roadside, with its ditches filled with weeds, brush and all sorts of trash, is a breeding place of insect life. Mosquitoes, flies and other insects, such as chinch bugs and grasshoppers, multiply there in profusion. It is these insects which either carry disease or are of the kind which destroy the farmer's crops. For these reasons well built, well drained highways are a double benefit since they give the farmer the inestimable advantage of easy communication with his market at all times of the year and by improving the drainage check the breeding of harmful insects.

Good roads mean, therefore, not only a great saving of time and labor for the farmer, but the improvement in the hygienic conditions of the farming community. He is brought nearer to his market, the hauling capacity of his teams is greatly increased, and he is no longer marooned on his farm for many weeks each year owing to the impassable conditions of the roads. That health is promoted as well as comfort and wealth by good roads should give the argument for their construction irresistible force so that their building shall not cease until the whole country is lined with them.

SCOTLAND FOR GOOD ROADS.

Projected Construction of Experimental Road Sections in Scotland.

In December, 1912, according to an article in a recent issue of the Journal of the Institution of Municipal and County Engineers (Great Britain), the Scottish District of the Institution of Municipal and County Engineers appointed a committee to "collect and tabulate data as to improved methods of road construction and particularly information as to the effect of climatic conditions taken in conjunction with traffic upon experimental road lengths to be laid down in districts in Scotland which have distinctive climatic conditions."

After having the matter under advisement the committee decided to put down experimental road lengths in a number of districts in Scotland. Arrangements have been made for the location of these sections in parts of that country where the climatic conditions are suitable for the experiments and where the local surveyors will co-operate with the committee. Provisional arrangements with county surveyors have been made.

It is stated that the road board is co-operating with the institution in this work and that it is expected that the experiments will be of exceptional interest on account of the close consideration it is proposed to give to the effect of climate. It is also expected that the great variations in climatic conditions in Scotland will facilitate the isolation of the factor of weather effect in the destruction of road surfaces.

Rubber Roads.

The proposition to build rubber roads has been seriously put forward in London. It is said that the vibration in the streets due to the heavy solid tired motor trucks and omnibuses has become so great as to constitute a serious menace to the integrity of old buildings. It is, besides, in some portions of the city an intolerable nuisance to the office workers. The case of the region about St. Paul's cathedral is cited in particular. It will soon be a question there of reducing vibration at any cost. And, although it has been calculated that a rubber road to compete commercially with wood blocks or asphalt must have a life of fifty years (which of course it would not have), the big cities may be driven to such roads in congested districts despite their high cost.

TO SAVE MILLIONS IN ROAD WASTE

Logan W. Page Makes Tests
of Materials.

BUILDS MODEL HIGHWAYS.

Director of Public Roads Gives Advice
to Farmers and Others Who Wish to
Make Transportation of Crops Easier.
Durability of Materials Differs.

In an effort to prevent waste of millions of dollars annually in the distribution of funds for construction of public roads Logan W. Page, director of the office of public roads of the department of agriculture, has been making scientific tests to determine what materials should be put into the roads designed to meet different kinds of traffic. It has been found that more than \$1,000,000 a day is spent on construction of roads. No estimate is made of the portion of these funds that is wasted, but it is believed to amount into the millions.

Efforts are being made to teach the country that the expenditure of large sums of money on certain types of roads may result almost in a total waste. A road built of materials which



AN EXAMPLE OF A GOOD ROAD.

would be ideal in one locality may not serve the purpose elsewhere, and the money expended may bring scarcely any result in reducing the cost of hauling or making it easier for the farmer to get to the shipping point with his crops.

To aid the farmers who want to build their own roads and assist communities that desire to improve roads near by, the office of public roads of the department of agriculture has employed experts to test all materials and study their usefulness on roads subjected to certain traffic conditions. The office of public roads is acting in an advisory capacity to many states and counties, giving a practical form of national aid.

On roads where there is heavy traffic it has been found that certain kinds of materials are better than others and that while one kind of binder may not serve the purpose, another kind preserves the road indefinitely. Millions of dollars doubtless have been wasted because of the absence of the scientific knowledge.

"There are two ways in which the engineer may avail himself of the information necessary to a proper selection of road material," says Director Page. "The only certain one is to make an actual service test on the material under observation and under the same conditions of traffic and climate to which the proposed road will be subjected. This method is impractical except in rare instances, due to the lapse of time before definite results can be obtained. The second method is, by means of short time laboratory tests, to approximate the destructive agencies to which the material will be subjected on the road, supplementing this knowledge by a study of the results obtained in practice on material of a similar nature."

MIRE!

BY GEORGE F. PAUL.

The shades of night were falling fast

When through a country village

A youth, who bore through slush

And slop

A carpet sweeper and a mop.

Excelsior!

The shades of night fell like a log.

They roused the cricket and the dog—

He floundered through the ruts so deep.

And as he stopped he swore a heap.

Excelsior!

He lived but seven miles from town,

Just where the hollow road slopes down.

Yet when at last he reached the place

Long whiskers covered all his face.

Excelsior!

No more he ventures in to town

To act the mud-spattered clown.

He's sitting there; he waits and waits

Till mud dries on the pearly gates.

Excelsior!

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A Stroke Of Genius

Was Made by a Seventeen-Year-Old Miss

by ESTHER VANDEVEER

"Ethel," said Mrs. Spencer to her niece, "I have something of importance to say to you. Sit down and give me your attention."

"What is it, aunt?" asked Ethel, looking up at her aunt. "I am not sure, but I think it is something of importance. It concerns you and your future."



AM EVER SO HAPPY THAT I WAS RIGHT."

and to get the name of pushing a girl who hasn't a cent in the world, even if it is my own niece."

"Yes, Aunt Margaret," was the demure reply.

"This homily was delivered toward the close of the summer season. But Mrs. Spencer was still from one to two months' waiting in store for those who were believed to enjoy this most expensive of pleasures."

"Mrs. Spencer, who proposed to do everything in her power to enable her niece to make a match during the limited time that had been set apart for the purpose, organized a party for the yacht, the Alpha, inviting the homeliest girls of her acquaintance and the most eligible young men."

"The party set sail late in September—after the equinoctial gales had passed—for the waters of the south. Though the cruise was extended over six weeks, it was a failure so far as its main object was concerned. Ethel Digby did not make a match. Indeed, she did not appear to try to make a match. True, there were no casual fortunes among the bachelors of the party, but Mrs. Spencer did not count for millions for her niece. She could be contented with a beggarly 10,000 or 20,000."

"Reaching the gulf of Mexico, the party, disheartened, some going to Florida, some northward, while the owner of the Alpha, with her husband and niece, made a trip to the canal before returning to her home. At Colon they found many persons who had come to view the great engineering work, a few of whom had come in their own yachts. Among these was young Farnsworth Elliot, who had recently come into a fortune of \$2,000,000. He was well known to the Spencers, since they all moved in the same multimillionaire class. He invited them to come on board his yacht, the Esperance, and they returned the civility by a similar invitation."

"Mrs. Spencer had given up trying to marry her niece in her own set and took no steps to influence Mr. Elliot. However, he showed a disposition to go over the route of the canal in their company, and they went together. When they returned to Colon they stayed, as before, on their respective yachts until ready to make sail northward."

"One evening Mr. Elliot was dining with the Spencers on their yacht when the conversation turned to marine signals. Spencer, though a yachtsman, knew nothing about them. But Ethel was from choice his own sailing master, leaving navigation to his captain only when he happened to feel like doing so. The ladies showing an interest in the signal code, Mr. Elliot gave them a lecture on the international system. Mrs. Spencer pretended to understand what he was saying, while Miss Digby listened without saying anything. After making his demonstration Mr. Elliot asked the former some questions about the code which showed her ignorance of it."

He was proceeding to examine Ethel when she interrupted him. "Send me a message by signal when you return to your yacht," she said, "and I will return you an answer that will show you that I have understood it."

"A good idea!" exclaimed the young man. "Will you send your reply by signal?"

"That will depend on the nature of your message."

When the yachtsman had been pulled away in his dinghy Mrs. Spencer said to her niece:

"What did you mean, Ethel, by pretending to understand what Mr. Elliot said about the marine signal code? You didn't, did you?"

"Not a word of it."

"Will you get the captain to interpret the message for you when it comes?"

"No."

"Then how will you reply?"

"My reply is already decided on."

Mrs. Spencer looked at her niece, surprised, and asked what the reply was. To her astonishment, Ethel declined to answer her question.

"What's the matter with the child?" remarked Mrs. Spencer to herself as she turned away.

The message was to be sent the next morning, since the lecture had not included night signals. Shortly after the Spencers had breakfasted word was sent to Ethel that she had been called by signal from the Esperance. She went on deck, and the Esperance was informed that she was ready to receive what was to be said to her. The message was then sent, and Miss Digby, instead of making a reply by the code went to her cabin and wrote on a dainty bit of note paper:

Mr. Elliot did not look for a reply at once. He waited for it patiently. Presently he saw a boat approaching from the Alpha, and when it reached him he was handed Miss Digby's note. He opened and read it with an expression of astonishment.

All love stories must necessarily be imperfect. The old fashioned tale of love purported to be a photograph of the feelings of the respective lovers. This was and is impossible. Whether or no there was any covert love-making between Farnsworth Elliot and Ethel Digby too subtle to be perceived by others or perhaps to be a matter of consciousness by either one or both of the parties concerned is an open question. Elliot's message indicates that he at least was gallant. It read:

I sail tomorrow. Kindly inform me of your address when you reach home.

There was certainly no love-making on the face of this message, and it meant nothing to Ethel, for she understood not a word of it.

Elliot took the reply to his message to his cabin and locked himself in. After an hour's meditation he ordered his gig to be manned at 4 o'clock. At the appointed hour he was pulled to the Alpha and asked for Mr. Spencer. That gentleman invited him to a seat under the awning on the afterdeck, and when the two were seated Elliot informed his host that he had come to ask for the hand of his niece.

Smothering his surprise, Mr. Spencer reminded the applicant that Ethel was his wife's niece and referred him to her. The lady was called, and, her husband having given place to her, Mr. Elliot repeated his request. The lady, also mastering her astonishment, said to Mr. Elliot that if her niece was pleased to accept him she had no objections. Then the suitor drew from his pocket Miss Digby's reply to his message and handed it to Mrs. Spencer. It read:

I am highly honored by your proposal. Following the dictates of my heart, my reply is "Yes."

Mrs. Spencer was not the woman to stand in the way of a consummation so devoutly to be wished. That her niece had achieved a coup d'etat was evident to her, and, being a woman of quick perception, at least a glimmering of how this golden fish had been landed broke in upon her brain.

"I assure you, Mr. Elliot," she said, extending her hand, "you will be cordially welcomed into our family. And now if you will go to the cabin I will go to my niece and send her to you."

"Ethel," she said, embracing her niece, "you demure little thing, how did you ever dare do it?"

"I don't know," was the only reply, and it is quite probable that it was a true one.

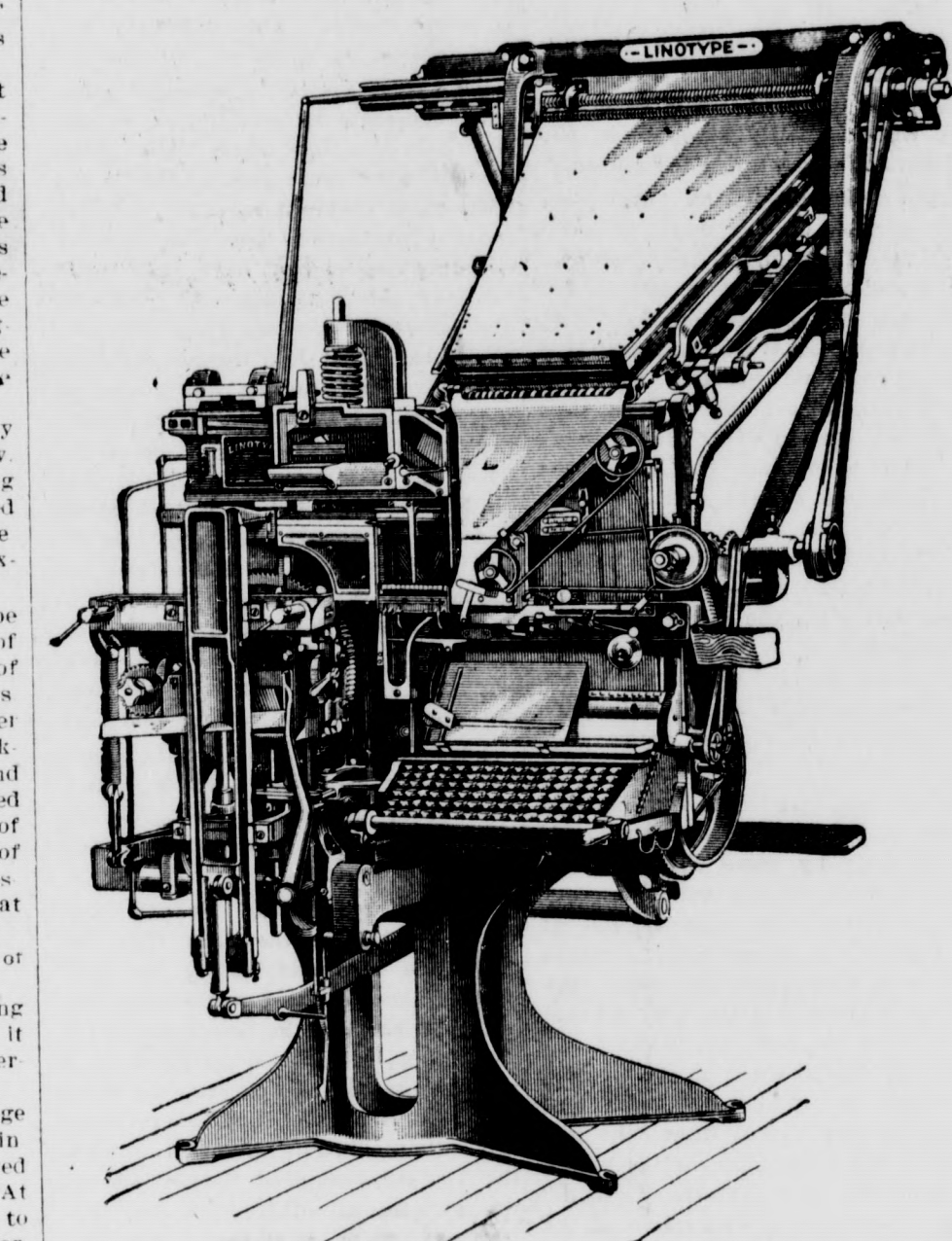
There was no diminution of Miss Digby's demureness as she joined her suitor. She approached him with downcast eyes.

"I am pleased," he said gallantly, "that you interpreted my message correctly. I feared you would not."

"I think its meaning came to me through the heart," she said, with her eyes still on the floor. "I am ever so happy that I was right. Had I been wrong I would never have been able to look you in the face again."

"Such a reply could not possibly be wrong. You have made me the happiest of men."

PATRONIZE THE HOME LINOTYPE WORK



BRIEFS, TRANSCRIPTS, BOOK WORK

AT CITY PRICES



San Mateo Index AND Daly City Record

PRESIDENT WILSON ON GOOD ROADS.

"I tell you very frankly that my interest in good roads is not merely an interest in the pleasure of riding in automobiles; it is not merely an interest in the very much more important matter of affording the farmers of this country and the residents in villages the means of ready access to such neighboring markets as they need for economic benefit, but it is also the interest in weaving as complicated and elaborate a net of neighborhood and state and national opinions together as it is possible to weave."

"I believe that the development of great systems of roads is, psychologically speaking, as well as physically speaking, a task of statesmanship. I believe that it is the proper study of the statesman to bind communities together and open their intercourse so that it will flow with absolute freedom and facility."

"You cannot rationally increase the prosperity of this country without increasing the road facilities of the country."

MACADAM ROADS BECOME OBSOLETE.

Use of Concrete, at Least as Base, Advocated by Experts.

"Waterbound macadam roads, which for practically a century have been adequate for the traffic, have now, under the new conditions, become obsolete, and their further construction means a serious waste of public funds," says former President Lewis R. Spaulding of the American Automobile Association.

"Macadam may answer for side roads and cross roads where there is little travel to wear the surface into dust and few fast moving vehicles to throw the dust into the air to be blown away. But for main roads a method of construction must be put in operation which will produce durable roads."

"Wherever it can be used concrete makes a most excellent road, or a road base for some other kind of surface. The state of California has adopted concrete construction for practically its entire system of state highways. Wayne county, Mich., has been building concrete roads for five years."

"Before the Wayne county authorities had learned by experience how to build concrete roads with expansion joints to prevent the concrete from cracking in cold weather and buckling in the hot sun, several miles of roads were built which broke into frequent cracks. To repair these cracked sections of road they poured hot bituminous material into the cracks and covered them with sand. This has worn to the level of the concrete, and the whole forms a smooth road to travel over, and one which looks as if it would stand for a generation at least."

"In some sections of the country the concrete is being used as a base, and two or three inches of broken stone, mixed with bituminous materials, put on for a surface. If properly built this kind of road should be very durable and should justify the additional expense."

"The concrete will furnish the strength required to hold up the loads which are constantly growing heavier, while the bituminized surface will prevent the creation of dust, making the road pleasant to travel over."

"The only proper way to figure on the cost of a road is to consider both the original cost and the expense of maintenance for a period of ten or fifteen years. Under present conditions of travel a macadam road would have to be resurfaced every two or three years and would be in bad condition two-thirds of the time."

GOOD ROADS IN IRELAND.

Improvements Made in Order to Attract Automobile Tourists.

Ireland is awakening to the necessity of putting her roads in order for American and other automobilists whom she wishes to attract as tourists. Irish roads until recently were notoriously bad, and in many parts of the country they still deserve that reputation, says the Brooklyn Eagle. The chief reason for this condition of affairs is financial. The roads are maintained by local bodies which have never very much money to spend and very often are almost unduly economical.

Yet there is a large sum of money actually allotted for this purpose by the government, most of which has not been spent. Since its establishment in 1910 the road board has been granted \$1,200,000 to spend in Ireland, but of this sum only \$450,000 has actually been distributed. The reason for this strange state of affairs lies in the system of divided control over main roads. As a result the road board finds that it is hampered in its work by having to deal with a large number of small local bodies instead of with the county councils alone, as in England.

A movement has now been set on foot by the automobile association and the motor union to effect an improvement in this direction. Their suggestion is that the main roads should be taken away from the control of the smaller bodies and put under the county councils. The consent of parliament would, of course, be necessary to the change, but there seems to be no reason why it should not be easily obtained.

ROAD BUILDING A SCHOOL STUDY

Plans of an Oregon District Supervisor.

A PRIZE COMPETITION.

An Interesting Experiment Making Road Building a Course of Study in Rural Schools is to Be Made in Lane County, Ore.

Road building as a course of study in rural schools is to be tried in a district of Lane county, Ore., and a woman is to direct the work. The idea was conceived by Miss Goldie Van Biber, the district school supervisor, says a recent report.

Actual road building is the laboratory work which will accompany this course. The children of each school will build and maintain a strip of country road near the school building. The school whose road stands and is found in the best condition when winter comes will be the winner of a contest for which two silver cups have been offered as prizes.

"I was afraid that the county court might not allow me to experiment on the roads, but it has even authorized the supervisors to furnish rock or gravel, handle powder and do the work that children could not do alone," said Miss Van Biber.

The county court saw in the scheme of Miss Van Biber a plan to establish the fundamentals of good road building in a new generation and at the same time interest the present generation in the principles of drainage and highway construction, which the children learn at school. It has entered into the plan with enthusiasm.

Miss Van Biber has jurisdiction over 700 square miles, extending into Lincoln, Lane and Douglas counties. All the year, by horseback, boat or on foot, she travels over the rough mountain highways and up along the small rivers. She introduced manual training in the Siuslaw schools, and exhibits of handicraft, sewing, carpentry and bead-work from Florence took first prizes at the county fair, ahead of the Eugene and advanced Valley schools. She installed the industrial work and put it under proper supervision. Road building is her next step.

Speaking of her plan, she said:

"This is no scheme to work children on the roads. They will care for only 100 yards, and not necessarily that much, if the district road is difficult. The road building is not to be taught by the teachers, because the average teacher is not qualified to teach road building."

"We shall organize a good roads club in each school. We shall give the scholars credit for the hour or more a week that they spend on the roads. Those who undertake the road work, which will be purely optional, will be excused from studying the road chapter in the agricultural manual. The whole plan is to arouse interest in roads and give adequate instruction, and the already overworked teachers will not be burdened with this additional work."

"Of course all districts will not be able to participate, because many schools are built on trails. They have no roads on which to work. Possibly these districts can compete for the prize by laying out and actually building a piece of road past their school."

ROADS AND LIVING COST.

Cost of Hauling Big Factor in Expense of Farm Products to Consumer.

Until very recently the vast majority of people failed to understand that the good road is not a mere country dweller's convenience or the means to motorists' pleasure, but that it is an actual economic necessity. That it costs the farmers of this country more for a ten mile haul of produce from farm to town than it does to ship that produce from New York to London is a fact. That it costs farmers abroad from one-half to one-tenth as much to haul a ton a mile on a road as it does the farmers of this country is another fact.

That practically every pound of flesh and bushel of wheat we consume must travel over a road at least once and sometimes twice before we eat it is a third fact. The three are the answer to one part of the question, "Why does it cost so much to live?" Some one has to pay for the expensive hauling. Some one has to pay for the depreciation in the value of the horses and vehicles caused by poor roads. Some one has to pay for the extra time it takes to haul cotton to market when two mules are required to haul two bales ten miles in one day, when on a good road the same two mules could haul twenty-four bales in the same time with the same effort.—Suburban Life Magazine.

New Roads For Wisconsin.

More than \$4,000,000 worth of new roads, about 1,400 miles, will be built in Wisconsin in 1914, announces the state highway commission. This is 500 miles more than were built in 1913, in which more than \$3,000,000 was spent.

The state will distribute among the counties about \$1,240,000. Requests for more than \$1,550,000 of state aid have been made, but the state will fall short by \$310,000. This amount will be made up by the counties. More than 1,400 separate pieces of road were completed in 1913.

By J. L. BROWN

Entered at the post office of Daly City, Cal., as Second-class matter, under the Act of Congress, March 3, 1879

TERMS:

One Year in advance	\$1.50
Six Months	.75
Three Months	.40

DALY CITY, CALIFORNIA, DECEMBER 19, 1913

WOODROW WILSON'S IDEALISM

"The trouble with Woodrow Wilson," to quote—so far only—a writer of editorials in a daily paper, is that he has more brains and better morals than most other men. He knows what he is doing and why he is doing it, and nobody has been able to lure or stampede him from the course he has determined to follow in dealing with Mexico.

In his message to Congress last March he said: "We can have no sympathy with those who seek to seize the power of government to advance their own personal interests and ambitions." That was plain notice that he would not recognize the assassins of Madero as legal executives in Mexico, and he has adhered steadfastly to that declaration, although the politicians and diplomats at home and abroad have sneered at his "idealism," and the commercial exploiters of Mexico have howled unceasingly for recognition of Huerta.

There has been loud and persistent clamor for intervention by those who find their profit in war, but President Wilson has refused to plunge the nation into that frenzied folly, and he is supported by the plain people of the United States, who see no reason why Americans and Mexicans should maim and kill one another for the benefit of a few persons having "property interests" below the border. The sort of intervention that clamorers have in view means seizure of territory. It is notable that the clamor has subsided since President Wilson, at Mobile, made the declaration that "the United States will never again seek one additional foot of territory by conquest." That declaration completes the Monroe Doctrine and makes it an assurance of protection to the Latin-American people.

"Morality and not expediency is the thing that must guide us, and we will never condone iniquity because it is most convenient to do so." That is the Wilson doctrine. The "practical" politicians call it "idealism." A writer in the North American Review—an Englishman presenting "a British view of the Mexican problem," and, of course, telling Mr. Wilson where to head in—sneers at the President's "little scruples" and asserts that even if Huerta's guilt had been proved conclusively, "a practical statesman would still have to remember the abnormal conditions that have rendered assassination a frequent and by no means an abhorrent weapon of Spanish-American politics." The practical British statesmen and magazine writers do not mind a little thing like murder, and of the professional diplomat there is nothing abhorrent in the assassination of a political opponent if that is the custom of the country. Great Britain, says the English writer, found no difficulties of conscience in recognizing Huerta as the properly constituted head of the Mexican republic. If that is true, it is because governments and "practical statesmen" have no conscience, but are guided by expediency and not morality.

President Wilson, having a conscience and a moral sense in good working order, does not regard a murderous usurper as the properly constituted head of a republic. His opinion is that "nowhere can any government endure which is stained by blood or supported by anything but the consent of the governed." That may be idealism, but it is Americanism of the sort that inspired the Declaration of Independence and that is again manifesting itself in the loyal support given by the people to President Wilson in his Mexican policy—West Coast Magazine.

"FREE JUSTICE"

Every lawyer is an officer of the court, sworn to aid justice. Any lawyer may be ordered by the court to take the case of a defendant who hasn't enough money to pay a fee.

We believe that a judge in New York once assigned a lawyer of the first rank to try the case of a poor devil who couldn't hire him; but the custom didn't spread. Usually the job goes to some fledgling at the bar who is eager for experience often at the poor devil's expense.

There are a few—a very few—lawyers who put their skill into social service without much regard to fees. Their biggest work is donated. But they are much more popular among the laity than among their fellow professionals.

Most lawyers are free grabbers. They have to be. Their profession is overcrowded. They have to scratch gravel to make a living. Often we censure them unfairly. They can't afford—the great majority of them—to observe justice when the big rewards are for lawyers who can beat or cheat it.

A few cities have hired public defenders. Some communities have free legal aid. Cleveland has a successful court in which justice of a pretty good quality is administered without the use of lawyers at all.

But nowhere is there as broad an organization of free justice as there is everywhere free medical and surgical help for the sick. The profession of healing is far in advance of the profession of justice. There is a surplus of doctors, too; but it isn't rare for a big doctor to give much of his service to the public without pay. Nor does it greatly interfere with his standing in his profession.

"Free justice!" Ought not justice to be free? Can it be justice if up for sale? Can it be justice if the poor, who need it most, practically can't get it.—Daily News.

The new editor of the Half Moon Bay Review has introduced an innovation in newspaperdom in San Mateo county. Last week's issue comes to us with the title on the last page. While this is something new in this neck of the woods, it is not entirely a new departure, as Hebrew and Yiddish publications are printed that way.

This may not grow to be a habit with Brother Berghthold, but it would seem to indicate that somewhere in his ancestry there may be a reason for it. Sometimes certain traits skip a generation or two, but they will come to the surface sooner or later, though possibly not so strikingly as in this case.

DALY CITY BOOBS

Trustee Freyer Administered Lambasting That Made Biebel and Landini Take Water---They Wanted The Poor Law-defying Dairymen Protected Contrary to the Advice of the City Attorney

A special meeting of the Daly City Board of Trustees was held Monday evening to consider plans and specifications of the entire municipal water system.

Chief Engineer Roberts, of the firm of Roberts & Denecke, made a full explanation of the plans and the same were formally accepted in full as the working drawings to be used.

Mr. Freyer suggested that the larger portion of the work be done under the direction of the chief engineer and not by contract, thus enabling the city to employ Daly City citizens for at least the common labor and in case skilled men that are needed cannot be obtained here, then get them from the city. Mr. Freyer's suggestion is genuine Socialism—the very principle upon which Socialism is founded, but the solid three are not built genuinely and of course don't consider Freyer's suggestion good Politics for the sole reason that he suggested it, so decided to let the entire work in one contract and ordered the balance of \$90,000 bonds sold, bids to be opened January 5, 1914.

Biebel, who, for some questionable reason, insists that all the city printing be done by some more or less snide printing shop in San Francisco, in a decidedly snide manner, but at the highest possible prices, rather than by a taxpaying, merchant supporting printer of Daly City (either the Record or Tattler), whined out one of his dismal wails at the Record, as "having no circulation," and it was pitiful for him to say that "the law required the publication of the notice for sale of bonds in the Record." Biebel always reads every line of the Record though not decent enough to subscribe. He may steal it, but it is more likely that he does worse—borrows it. Just think of it—three city trustees so infernally narrow-minded and stingy that they impose upon decent people to obtain the Record that they break their necks to read each week.

No Board of Health was appointed—evidently that is considered needless.

The Record's bill for publishing notices for sale of bonds and for bids on construction work, presented three months ago, was not paid.

City Attorney Morris spoke of the cow cases in the Superior Court, that the dairy attorneys had agreed to appear last Monday and by stipulation adjust the matter, but had ignored the city, whereupon he advised that the marshal be ordered to begin a continuous daily arrest of the three dairy owners and that they be as regularly fined.

Mr. Freyer, the originator of the so-called "cow ordinance," who has ever been foremost in the fight to rid Daly City of the disease-breeding nuisances, took the floor and moved that the recommendation of the City Attorney be complied with, and the

motion was seconded by Green.

Biebel whined out another "dismal Politics wail"—"the poor dairymen should not be so harshly treated, bet-give 'em another chance," and a lot of other slush. Then Landini bel-lowed also.

This fired Freyer to administer the most complete lambasting on record. He asked: How about the poor women who come before the board with their children in arms, imploring for protection from the disease-breeding dairies that have never been sanitary, of the numerous petitions and general complaint from the people of the West End Homestead begging for relief, and he was surprised that a trustee should sympathize with the "poor law-breaking cow men," when the city attorney declares that he has been trifled with and defied and has exhausted every possible effort and advises drastic action because that is the only thing left to do. It was a most beautiful demonstration of dramatic excellence, causing the sympathizers for the law-defying cow men to squirm and hiss.

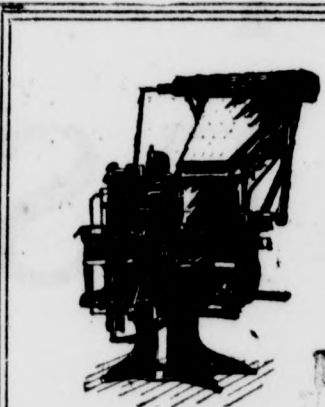
Landini replied. He did not propose for Freyer to make such a grandstand play and concluded by asking what has Freyer ever done to abate the dairy nuisance?

He sure found out. Freyer came back by telling the fact that the ordinance was enacted by the first board of trustees and would have been enforced had not the cow men begged for mercy, which was granted by a mutual agreement that they be given 120 days to move. In the meantime the administration changed. When the 120 days expired Freyer wanted the agreement adhered to, but was blocked by the solid three, who disregarded the wishes of the people living close to the dairies for a whole year, or until our present city attorney took the matter up, and now they have the impudence to call it a "grandstand play."

Then followed the most disgusting spectacle of the evening. An aye and nay vote was demanded—when Biebel, Landini and Ross very softly voted aye with Freyer and Green. Thus Marshal Lucey was authorized to do the daily arresting, which he promises to do indefinitely and City Recorder Johnson will be on his job also.

Landini wanted H. C. Barker to pay the city's costs in the injunction suit. Great mind.

The solid three still believe that it will be good Politics to start something in the way of building a city hall and there will be a meeting this Friday evening, December 19, to consider the matter. Mr. Freyer announced that he had two propositions where plans and specifications can be had for a city hall without cost to the city, but of course, like all other things that would indicate intelligence and the saving of the people's money, they will give a big silly fee to some pet.



The new Linotype machine recently installed in the San Mateo Index office at a cost of \$3000—which is the only first-class machine in San Mateo county, making this the best-equipped printery in the county.

NOTICE TO CREDITORS

In the matter of the estate of Sarah A. Thornton, deceased. Notice is hereby given by the undersigned, Administrator of the estate of said deceased, to the creditors of and all persons having claims against the said deceased, to exhibit them with the necessary vouchers within four (4) months after the first publication of this notice, to the said Administrator at his residence in Colma, County of San Mateo, State of California, the same being his place for the transaction of the business of said estate in the said County of San Mateo, State of California.

R. S. THORNTON, Administrator of the Estate of said deceased. Dated, Redwood City, Cal., December 11, 1913. Edward F. Fitzpatrick, Attorney for said estate.

This notice first appeared in the Daly City Record December 12, 1913, and continued 5 times.

ARTICLES OF INCORPORATION

The Knights of Columbus Hall Association of San Mateo County has filed articles of incorporation in the County Clerk's office. The association has no capital stock, as it is organized for no pecuniary profit, but to erect a hall at San Mateo for the benefit of its members. The principal place of business is San Mateo. The five directors elected for the first year are: Edwin J. Tobin, Hillsborough; Joseph J. Hahir, Redwood City; James T. O'Keefe, Menlo Park; Joseph B. Ruegg, San Mateo; Ambrose McSweeney, South San Francisco.

ministration with bond fixed at \$300.



CHRISTMAS ANNOUNCEMENT

As a special benefit for the Holiday I will sell 30 Bread Tickets for \$1.00 limit \$5.00 to any one person, from December 15th to December 31st.

Bread is of the best quality, standard in quantity, manufactured in clean, sanitary above-ground shops, the best of bakers, and the flour a guarantee for the redemption every ticket sold.

Wishing all a Merry Christmas and a Happy New Year.

Yours,

Vista Grande Grocery & Bakery
A. VOGLER

PATRONIZE OUR ADVERTISERS

Good Meat

Such as Is Sold By the

Pacific Meat Company

First Towns in

Only United States Government Inspected Meat

BEN S. GREEN

The Daly City Cafe

GEORGE PAPPAS, Prop.

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Daly City Record

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Daly City Record

LOCAL PAGE

State Officials

Governor—Hiram W. Johnson.
Lieutenant Governor—Albert J. Wallace.
Secretary of State—Frank C. Jordan.
State Controller—
State Treasurer—E. D. Roberts.
Attorney General—U. S. Webb.
Surveyor General—W. S. Kingsbury.
State Printer—F. W. Richardson.
Supt. of Public Instruction—Edward Hyatt.
Adjutant General—E. A. Forbes.

RAILROAD COMMISSION
President—John M. Eastman.
Commissioners—Harvey D. Loveland, Alex. Gordon, Edwin O. Edgerton, Max Thelen.

STATE HIGHWAY COMMISSION
Burton A. Towne, Charles D. Blaney, N. D. Darling.

County Officials

Judge of Superior Court—George H. Buck.
District Attorney—Franklin Swart.
County Clerk—Joseph H. Mansfield.
Treasurer—P. P. Chamberlain.
Auditor—Harry Underhill.
Recorder—H. O. Heiner.
Tax and License Collector—A. McSweeney.
Assessor—C. D. Hayward.
Supt. of Public Schools—Roy W. Cloud.
Coroner and Public Adm.—H. G. Plymire.
Health Officer—W. G. Beattie.
Assemblyman—Henry Ward Brown.

SUPERVISORS
First District—James T. Casey, Colma.
Second District—Wm. H. Brown, San Mateo.
Third District—John MacBain, Menlo Park.
Fourth District—J. M. Francis, Halfmoon Bay.
Fifth District—D. E. Blackburn, Pescadero.

JUSTICES OF THE PEACE
First District
Ellis C. Johnson, Daly City.
John F. Davis, San Bruno.

CONSTABLES—First District
J. H. Parker, Daly City.
J. C. Wallace, South San Francisco.

Daly City Officials

BOARD OF TRUSTEES
Burton C. Ross, President.
Edward Freyer.
A. J. Green.
Charles L. Richel.
C. A. Landini.

City Attorney, J. H. Morris.
Recorder, Ellis C. Johnson.
Treasurer, T. Sheehan.
Clerk, George L. Smith.
Marshal, Eugene J. Lucey.
Poundmaster, J. J. Sullivan.

DALY CITY POSTOFFICE

Postoffice open daily from 8 A. M. to 6 P. M. Sundays and holidays from 8 A. M. to 10 A. M. Outgoing mails close 6 A. M. and 6 P. M. Mail arrives at 7 A. M. and 7 P. M.

HAZEL C. RUSSELL, Postmistress.

COLMA POSTOFFICE

Postoffice open daily from 8 a. m. to 7 p. m. Sundays, 8 a. m. to 9 p. m. Money order window opened from 8 a. m. to 5:45 p. m.

Letters for registration must be posted half an hour previous to the time for closing the mail.

Mails are dispatched from office 15 minutes before train time.

Outgoing mail leaves as follows:
7:08 a. m.
1:10 p. m.
6:49 p. m.

Mails arriving at this office are as follows:
6:05 a. m.
11:56 a. m.
5:55 p. m.

JOSEPHINE ARMANINO, Postmistress.

For Sale—I will sell my Belgian hares and pens cheap. Enquire at post office.

For Sale—A 1913 Indian motorcycle, fully equipped; price \$220. Enquire at 145 Santa Ana avenue, Daly City.

DON'T MONKEY with the Cheap Printer. It costs you more in the long run. Pay us legitimate union prices for good work and get satisfaction.

Dr. F. Bush's dental office is No. 420 Mission road. Office hours 10:30 to 5:30 p. m. except Wednesdays. Evenings by appointment Sundays 10 to 12.

Those sending in local items will greatly increase the interest by giving the initials of people mentioned. Doing so will add value to the item and be far more satisfactory to every reader.

PAY UP!!—Quite a number of our subscribers owe for the paper. The amounts are small but when several hundred of them are added together the amount would be sufficiently large to cover all our obligations, which is what we desire.

Taken by mistake—umbrella from Firemen's dance November 26, 1913. Please return to Record office.

F. MICHELESEN,
H. F. SECOR,
J. GETTINGS,
Committee of Dance.

The honest way to discontinue a subscription to a newspaper is to first pay the small amount you owe. Thus you will retain the respect of the editor and guard your own peace of mind. To do otherwise, such as ordering the postmaster to notify the publisher that the paper is "refused," is cowardly, speaking as a snake thief, and worse than highway robbery.

Master Connie Ryan has been laid up a few days with a bad cold.
Cecil Cairns has been home for a few days laid up with a very severe cold.

A. J. Green has returned from Modesta and was on deck at the special meeting of the trustees Monday evening.

Mr. and Mrs. Geo. D. Perry of New York City, are visiting Mr. and Mrs. J. M. Pitts and will remain during the holidays.

The Colma-Vista Grande Aerie of Eagles, we understand, is contemplating the erection of a fine hall in Daly City in the near future.

Dr. J. H. Plymire has opened a first-class general hospital in South San Francisco, with modern equipment, including a fine ambulance.

There will be a pie and cake social at the M. E. Church, corner Garden street and Knowles avenue, on Wednesday afternoon, December 17.

J. S. O'Brien is again engaged in the contracting business in Daly City, and is erecting a good building at the corner of Mission street and Templeton avenue.

GIVEN AWAY FREE—We are giving away a phonograph Christmas Day. With each purchase you get a chance on it.

PENINSULA DRUG CO.

Harry Gregory, who was taken to St. Luke's hospital last week with a severe case of pneumonia, is reported to be improving and was brought home Wednesday.

At the "Popular" contest at the Grandview theatre which closed on Wednesday evening, Lorretta O'Brien won the first prize; Agnes Larson the second; Mildred White the third.

The ladies of the M. E. Church Ladies' Aid wish to announce that they have ready-made women's and children's garments for sale, or will make to order. The profits are to be used for a worthy cause.

R. F. Chilcott, inheritance tax appraiser of the estate of J. J. Moore, deceased, has filed his report, showing that the State is entitled to the sum of \$3775.39 for inheritance tax.

Our local baker, A. Vogler, proprietor of the Vista Grande Bakery and Grocery, is giving everybody quite a treat in the way of a Christmas present by selling 30 bread tickets for \$1 from December 15 to December 31.

Mrs. Eade gave a dinner Tuesday afternoon to a number of friends consisting of Mrs. R. R. Castle, Mrs. Willard L. McKay, Mrs. H. C. Rothwell, Mrs. S. A. Landini, Mrs. H. Ronenberg, Mrs. A. Mahle, Mrs. Edward Freyer. All enjoyed a delightful afternoon.

The announcements are out for the double wedding of the accomplished daughters of Supervisor and Mrs. James T. Casey, to take place at St. Anne's church, Colma, Tuesday morning at nine o'clock, January 6, 1914.

Elise—to John Francis Barrett.
Margy—to Robert Daniel Savage.

John J. Meehan, who was proprietor of the Meehan roadhouse, opposite the Home of Peace Cemetery, which was destroyed by fire about a year ago, died at his home in Alameda, December 16, aged 67 years. Mr. Meehan was a good man and had many friends.

Particular attention is called to the double-column display advertisement of Palin Bros., the enterprising dealers in motorcycles, bicycles and supplies and all kinds of sporting goods, 232-238 Second avenue, San Mateo, on the second page of the Record this week. It will pay you to read that advertisement.

About dark Tuesday evening while everybody at the Coppa Restaurant, corner Mission road and School street, were at dinner, no one being out in front, either a very heavy automobile or a motor truck ran into the concrete foundation of Coakley's proposed waiting station and cigar stand utterly demolishing the west wall.

Willie Fuchs, son of N. Fuchs of Colma, about a week ago a car ran into his wagon throwing him to the ground, dislocating his shoulder and two days later he was taken with a severe case of appendicitis, necessitating his removal to St. Luke's hospital. He suffered greatly for a few days but is now doing well and will soon be at home.

J. Pannelli met with a severe accident Saturday evening. While delivering groceries his team and rig were run into by a taxi, throwing Pannelli to the pavement and rendering him unconscious. He was taken home, when it was found that his head was badly cut and he was so bruised otherwise that he is still confined to the house.

The Saturday morning papers announced the marriage license of Fredrick C. Hamilton, age 38, 1156 Sutter street, and Catharine Rowland, age 29, 730 Leavenworth street. Mrs. Rowland was the wife of the late Dr. P. D. Rowland, who died in Daly City, January 15, 1912, and has a great many friends here who wish her the best the world affords.

JUDGE BUCK UPHOLDS DALY CITY TRUSTEES

Acquisition of Municipal Water System Not to be Delayed

Judge Buck rendered a decision in the case of H. C. Barker against the City of Daly City last Thursday. Plaintiff brought action to restrain the trustees of Daly City from going on with certain work in connection with the installing of a water system for the town, claiming certain irregularities. The court denied the petition for a restraining order. Following is the decision in full:

By this action the plaintiff asks this Court to issue a restraining order to prevent the trustees of the City of Daly City from proceeding to carry out the wishes of the people as expressed at the polls to construct a system of water works, for the benefit of the people of that city. The matter of lack of water supply at Daly City has been so frequently before this court that at this time this court would not feel warranted in preventing that city from carrying out its cherished scheme of obtaining water on account of some informality in the preliminary proceedings which would not affect the rights of the tax payers. Admitting that there exists in the preliminary proceedings taken by the trustees in the matter some minor defects in the time for the matter leading up to the contract under consideration, yet from all that appears the trustees acted in the best faith towards the tax payers and there was nothing done by them in this matter tainted with wrong doing. The only charge made by the plaintiff in Court was that the trustees did not observe all those formal matters which with more careful thought they undoubtedly would have done.

"This lack of formality is not sufficient to invalidate the proceedings had in this matter and cause this Court to hold at any time that all Daly City has done to acquire its much needed water supply. Holding such views, the prayer of plaintiff for a restraining order herein is denied."

BUCK, Judge.

December 11, 1913.

Dastardly incendiary thwarted

About 10:50 Wednesday night the fine new dairy barn of Matthew Callan's, on San Bruno avenue, Colma, was discovered to be on fire by Mrs. Callan who at once gave the alarm.

Mr. Callan was also aroused at the same time and cried out: "fire, fire, fire," which aroused everybody in hearing, including Prof. William J. Savage, George Raven, Michael Ramaccotti, Veremund Gioldi and all the milkers from Callan's dairy and also the milkers from the French dairy across the street, who, by almost superhuman efforts, succeeded in removing nearly sixty bales of hay that were on fire from the barn, thus saving the structure.

The barn that was recently built, was in two sections and the fire was started in both, coal oil having been thrown on the hay, the smell of which was unmistakable, so that it is certain that the fire was incendiary.

A few days ago Mr. Callan discharged a fellow, who swore very vile threats of vengeance, so as soon as the fire was out Sheriff Mansfield was notified and Deputy Sheriff Shields is now working on the case, with decidedly good clues to aid him and it is hoped the scoundrel may be apprehended.

The barn is thoroughly modern and convenient for the accommodation of the 120 cows on the dairy, is worth about \$8,000 and there is \$3,000 worth of hay, and other valuable property, which, with the adjoining buildings, would have caused a loss of about \$15,000 had the fire not been extinguished. The insurance carried was only \$2,000.

Mr. Callan is very grateful to the willing ones who so miraculously and heroically saved all this valuable property.

Jefferson Schools Closed

Thursday afternoon Vista Grande school gave a splendid closing entertainment for the holidays, at Ryan's Hall and one of the most pleasant features was the distribution of a fine box of candy to each of the pupils. On the same afternoon, Mrs. L. E. Hassett, of the Crocker school, gave to her little ones a magnificent Christmas tree, containing lots of nice presents. Most of the mothers of her pupils were present and it is reported that the program was very fine.

Today, Friday, the Colma school will have their closing entertainment at Colma Hall at 10 a. m. and at 1:00 p. m. the Crocker school will have a like entertainment at their building.

The Jefferson Schools are in an exceptionally healthy condition and the results from studies are most satisfactory to Prof. Savage and all the teachers.

When we subtract what we know from what we think we know, the residue is very large.

Peter Foley Barely Escaped Death

While employed on the new, concrete bridge near Thornton on the new county road via School street to the ocean Wednesday, Peter Foley, who is well known in Daly City, came near losing his life.

He was wheeling concrete, when one of the boards tipped sideways, causing Pete to lose his balance, and he fell with the wheelbarrow about 20 feet, where he lay unconscious until others came to his assistance. His hand and one ear were badly lacerated and several severe bruises about the body were sustained, but he was brought to his home in Daly City and will probably be all right in a few days.

Postoffice Store Robbed of Whiskey

About 5 o'clock Monday morning a man was seen breaking into the Daly City postoffice store, taking through the hole in the glass several bottles of whiskey. The carmen who saw him reported the burglary to the San Francisco police and a short time afterwards he was arrested and locked up.

Later in the day Constable J. H. Parker went to the city and brought the man to Judge Ellis C. Johnson's court, where he gave the name of William Yuntz. A charge of burglary was placed against him and he was taken to Redwood City jail to await preliminary examination at 1:30 Thursday afternoon, when he was bound over to the Superior Court.

OFFICE OF THE CLERK OF THE BOARD OF SUPERVISORS

San Mateo County, November 25, 1913.
Sealed bids will be received by the clerk of the Board of Supervisors of San Mateo County, at his office, until 10 o'clock a. m., Monday, December 29th, 1913, for the grading of 5.928 miles of highway, on what is commonly known as the Colma to Halfmoon Bay Road, beginning at a point in said road about 350 feet southerly from the point where the center line of "A" street in Colma intersects the center line of said road, known as Station 19+00, Route 2, Division 1, Section 1 of San Mateo county Highways, and extends in a general southerly direction to a point about 717 feet southerly from the point where the said road crosses the Ocean Shore Railroad at Edgemar, and known as Station 167+00, Route 2, Division 1, Section 2 of San Mateo county Highways, in the First Road District of San Mateo county, California.

Specifications for this work are on file in the office of said Board, to which bidders are hereby referred.

All bids must be made upon blank form, to be obtained at the county surveyor's office of said county, at Redwood City; must give the prices proposed, both in writing and figures, and must be signed by the bidder, with his address.

The bid is to be accompanied by a certified check equal to ten (10) per cent of the total of the bid, upon the condition that if said bid shall be accepted, the party bidding will duly enter into the contract and faithfully perform his contract in accordance with his bid, and the plans and specifications. Such check to be made payable to said county of San Mateo.

A common law bond will be required for

the faithful performance of the contract in such sum as shall be fixed by the said Board of Supervisors after the bids are opened. Said sum shall not be less than one-fourth (1/4), and not more than one-half (1/2) of the estimated amount of the contract; and a further bond in a sum equal to one-half (1/2) of the estimated amount of the contract must be furnished as required by the terms of an act entitled "An act to secure the payment of the claims of materialmen, mechanics, or laborers, employed by contractors, upon State, municipal, or other public works," approved March 27th, 1897 and acts amendatory thereof.

The contractor to whom the contract may be awarded will be required to appear at the office of the county clerk, with the surties offered by him, and execute the contract within ten (10) days (not including Sunday), from the date of the awarding of the contract, and in case of failure or neglect to do, he will be considered as having abandoned it, and the check shall be forfeited to the said County of San Mateo.

Bids must be enclosed in a sealed envelope, addressed to the clerk of the Board of Supervisors, and must be endorsed "Bids for Grading County Road from Colma to Edgemar."

The Board of Supervisors reserves the right to reject any and all bids.

JOS. H. NASH,
Clerk of the Board of Supervisors
of the County of San Mateo
Dec. 19-13.

NOTICE TO CREDITORS

In the Superior Court of the State of California, in and for the County of San Mateo.

PROBATE.

In the matter of the Estate of John I. Hogan, Deceased. No. 1690.

Notice is hereby given by the undersigned, Thomas J. Hogan, administrator of the estate of the said John I. Hogan, deceased, to the creditors of and all persons having claims against said deceased, or his estate, to exhibit and present them with the necessary vouchers, within four (4) months after the first publication of this notice (made October 24th, 1913) to the administrator of said estate, at the law office of Henry Ward Brown, on Washington street, between Dunks and Briggs streets, in Colma, County of San Mateo, State of California, the same being the place hereby designated by said administrator for the transaction of the business of the said estate of John I. Hogan, deceased.

Dated, October 24th, 1913.

THOMAS J. HOGAN,
Administrator of the Estate of
John I. Hogan, deceased.

Henry Ward Brown, Attorney for said Administrator, Colma, San Mateo County, Cal.

NOTICE TO CREDITORS

In the Superior Court of the State of California, in and for the County of San Mateo.

PROBATE.

In the matter of the Estate of Annie Erwin, Deceased. No. 1698.

Notice is hereby given by the undersigned, Andrew L. Erwin, administrator of the estate of the said Annie Erwin, deceased, to the creditors of and all persons having claims against said deceased, or her estate, to exhibit and present them with the necessary vouchers, within four (4) months after the first publication of this notice (made October 10th, 1913) to the administrator of said estate, at the law office of Henry Ward Brown, on Washington street, between Dunks and Briggs streets, in Colma, County of San Mateo, State of California, the same being the place hereby designated by said administrator for the transaction of the business of the estate of said Annie Erwin, deceased.

ANDREW L. ERWIN,
Administrator of the Estate of
Annie Erwin, deceased.

Dated, October 10th, 1913.

Henry Ward Brown, attorney for said Administrator, Colma, San Mateo County, Cal.



NEW PENINSULA THEATRE

DALY CITY'S
SPLENDID
Vaudeville and Movies

Cor. Mission a Templeton
This Play House is equal in its productions of Fine Pictures and Vaudeville Sketches to any place in San Francisco and the crowds each evening are indicative of the appreciative shown by the people.
JUST GO ONE EVENING AND BE CONVINCED

ANGELO SELMI

THE
LEADING

GROCER

Fruit & Vegetable Dealer

Goods Delivered Everywhere and Satisfaction Guaranteed.

DALY CITY CALIFORNIA

JOHN HENNESSY

DEALER IN

COAL

AND FEED

553 Sicks Ave. Phone Mission 8100

Ocean View, S. F.

Colma Pioneer Merchandise Store

M. & S. BELLI & CO.

Groceries, Provisions, Hardware, Clothing,

Boots, Shoes and Hats

Wine and Liquors, Hay, Grain, Feed, General Merchandise

Importers of Pure Italian Olive Oil.

Branch at Hillcrest, Public Tel. Station, Colma

NOTICE TO CREDITORS

In the Superior Court of the State of California, in and for the County of San Mateo.

PROBATE.

In the matter of the Estate of Giovanni Scramaglia, sometimes known as John Scramaglia, Deceased. No. 1699.

Notice is hereby given by the undersigned, Kate Scramaglia, Administratrix of the estate of Giovanni Scramaglia, sometimes known as John Scramaglia, deceased, to the creditors of and all persons having claims against the said Giovanni Scramaglia, deceased, or his estate, to exhibit and present them with the necessary vouchers, within four (4) months after the first publication of this notice (made November 28th, 1913) to the administratrix of said estate, at the law office of Henry Ward Brown, on Washington street, between Dunks and Briggs streets, in Colma, County of San Mateo, State of California, the same being the place hereby designated by said administratrix for the transaction of the business of the estate of said Giovanni Scramaglia, sometimes known as John Scramaglia, deceased.

Dated, November 28th, 1913.

KATE SCRAMAGLIA,
Administratrix of the Estate of
Giovanni Scramaglia, sometimes known as John Scramaglia, deceased.

Henry Ward Brown, Attorney for said Administratrix, Colma, San Mateo County, Cal.

This notice was first published in the Daly City Record, Friday, November 28, 1913.

NOTICE

Inviting Sealed Bids
For The Purchase
of Water Bonds of
City of Daly City to
The Amount Of
\$90,000.

NOTICE IS HEREBY GIVEN THAT SEALED BIDS will be received by the Board of Trustees of the City of Daly City, State of California, up to the hour of 8 o'clock p. m. of Monday, the 5th day of January, 1914, for the purchase of Water Bonds of said city to the amount of \$90,000.

Said bonds will be of the denomination of \$1000 each, dated September 1, 1913, two (2) bonds maturing September 1, 1917; three (3) bonds maturing September 1, 1919; then four (4) of them on the same day of each year thereafter for a period of eight (8) years; then five (5) of them on the same day of each year thereafter for a period of ten (10) years. Said bonds were authorized at a special election held in Daly City June 21, 1913, and they bear interest at the rate of five and one-half (5 1/2) per cent per annum, payable semi-annually.

Bids shall be addressed to the City Clerk, endorsed "Proposals for the purchase of Bonds," and each proposal shall be accompanied by a certified check to the amount of \$800, conditioned that the purchaser will take and pay for any and all bonds that may be awarded to him, otherwise said money to be forfeited to and become the property of said City; provided, however, that no certified check shall be required of the State of California.

The Board of Trustees reserves the right to reject any and all bids.
Dated, Daly City, California, December 16, 1913.

GEO. N. SMITH,
City Clerk.
This notice first appeared in the Daly City Record on Friday, December 18, 1913.

"PORK BARREL" ROAD BUILDING.

When enthusiastic advocates of good roads from all parts of the country meet in convention it is inevitable that a number of ill considered plans should be proposed, plans that would do far more harm than good to the cause.

One of these is the proposition that the federal government should vote an indefinite number of millions for the work and place the money in the hands of the local authorities. That simply means dividing it among the constituents that have returned congressmen with a pull. It is the old rivers and harbors plan, which has wasted more millions of public money than would suffice to build a road from Detroit to New Orleans and keep it in repair for twenty years, not to speak of laying out a grassy boulevard strip and a footwalk on either side of it. This money has been deliberately shoveled into little harbors that were never heard of before and that which never sheltered anything bigger than a tug or a fishing boat—Better Roads.

P. O. DEPARTMENT AND GOOD ROADS.

It Directs Co-operation With Authorities For Improvement.

Good roads movements throughout the country are to have substantial support from the postoffice department.

First Assistant Postmaster General Roper has notified officially postmasters of all classes that "it is the desire of the department that they co-operate with state and county authorities in the endeavor to improve the condition of the public roads."

"The department's attention," continues Mr. Roper, "has been attracted to proclamations issued from time to time by the governors of states designating certain days as good roads days, and postmasters, as representatives in their communities of the national government, are expected to manifest as active an interest in this movement as is consistent with the proper performance of their official duties."

COST OF DRAGGING ROADS.

C. F. Chase of North Dakota Agricultural College Gives Estimates.

At the home farm in southeastern Nebraska, writes Professor Chase, there is a stretch of road a half mile in length that we have dragged for seven



DRAGGING A COUNTRY ROAD.

years. Only once during this period has this road been worked with anything but the drag. Two years ago the side ditches were cleaned with the common road grader.

A careful record of the time taken to keep this road dragged has been kept, and for the first five years it runs as follows:

Two trips for one man and one team requiring one hour's time for one dragging is the basis taken. The first year we dragged it fifteen times, the second thirteen, the third seventeen, the fourth twelve and the fifth fourteen times, or seventy-one draggings of one hour's time during five years. This at 30 cents an hour for man and team is \$4.20 a year for the half mile. For a mile it would be \$8.52 annual cost of maintenance. Another road in the immediate vicinity cost less than \$10 per mile annually. The soil is not quite so heavy as Red river soil, but the rainfall is a little more than thirty inches. A case is noted in Public Roads Bulletin 48, United States department of agriculture, where the cost of similar maintenance of roads in Arkansas was \$11 per mile. State Engineer Gerhart of Kansas puts the range of cost for dragging at from \$4 to \$10.

The cost for North Dakota should not be over \$10 per mile, while in most cases it would be much less, the cost depending upon the character of the soil, the rainfall, traffic and grade. As an average for all dirt roads I would place the annual cost of maintenance at \$7.50 per mile or \$400,740 to drag in a satisfactory manner the roads in North Dakota one year.

The total expenditure on public roads of North Dakota outside of towns in 1911 was \$891,540. If properly organized and if the people were educated we could properly maintain our earth road with present road fund and have \$230,800 left for bridges, new construction, etc.

BROOKLYN TABERNACLE

BIBLE STUDY ON THE LOGOS MADE FLESH.

John 1:1-18—Dec. 21.

"And the Logos became flesh, and dwelt among us."—V. 14.

OUR Christmas Study is one of the most beautiful in the Bible. This lesson goes back to the beginning of all beginnings, when God was alone. The very beginning of Divine operation was the Logos, "the beginning of the creation of God"—"the First-born of every creature."—Rev. 3:14; Colossians 1:15.

Logos signifies mouthpiece, or special messenger. Not only was the Logos the beginning, or Alpha, but He was also the last, the Omega, of Divine creation, as He Himself informs us. (Revelation 1:11; 21:6.) The first and only begotten Son of Jehovah was given an exclusive place, so that "all things were made by Him." Thus highly did the Father honor Him as Agent in all the creative work.

The Greek text is not fully represented in our Common Version. Accurately translated it reads, "The Logos was with the God, and the Logos was a god. The same was in the beginning with the God." Here our Redeemer's majesty in His prehuman condition is fully set forth, and yet He is shown distinctly to be the Son and not the Father.

The word god signifies mighty one; but there is only one God Almighty. St. Paul affirms this great truth, saying, "To us there is only one God, the Father, of whom are all things; and one Lord Jesus Christ, by whom are all things, and we by Him." (1 Cor. 8:6.) This is the claim that Jesus made—not that He was the Father, Jehovah, but that He was the Son of God, who came to do the will of His Father in Heaven.

The so-called doctrine of the Trinity, put into the Nicene Creed by Emperor Constantine, A. D. 325, has been the cause of much of our confusion when studying the Bible, which contains neither the word trinity nor any suggestion of it, except in the one passage acknowledged by all scholars to be spurious, namely, 1 John 5:7. This passage is not found in any of the old Greek manuscripts.

The Redeemer was not deceitful when He prayed to the Father with strong cryings, "My God! My God!" nor when He declared to Mary, "I have not yet ascended to My Father and your Father, to My God and your God." He declared His oneness with the Father, and desired a similar oneness among His followers—oneness of spirit, of purpose.—John 17:20-23.

"The Logos Became Flesh."

St. Paul tells us that He who was rich for our sakes became poor. Our lesson agrees. St. Paul declares that our Lord stooped from His high position, took the bondman's form, and was found in fashion as a man, of Abraham's seed. But lest we get the wrong thought, that He was a sinful man, we are assured that He was "holy and separate from sinners." We are also assured that His body was especially prepared, different from others, all of whom were of Adam's stock, tainted with sin and death.

But we must guard against the thought that the Logos remained a spirit being while on earth and merely appeared in human form. This unscriptural thought is held by many, and styled incarnation. Angels incarnated when they materialized at times, as described in the Old Testament.

After His resurrection, Jesus materialized, or incarnated, to teach His disciples certain lessons. Then He was again a spirit being, and appeared and disappeared. He taught His disciples:

(1) That He was no longer dead, but risen;

(2) That He was no longer a man, but a spirit being—"put to death in flesh, but quickened in spirit."—1 Peter 3:18.—Diaglott.

A Ransom, or Corresponding Price.

The perfect man Adam sinned and was condemned to death; and under the Divine Law he could be redeemed only by the sacrifice of a perfect man. The Law declares, "An eye for an eye, a man's life for a man's life." Hence the blood of bulls and goats could never make atonement for Adam's sin.

Because mankind were Adam's children and sharers in his death sentence, therefore "no man could give a ransom for his brother." Adam and his race could be redeemed only by the voluntary death of a perfect man.

Because there was no such man, God arranged that the Logos should become a man, and redeem mankind.

The Logos entered heartily into the Father's position, was made flesh, finished the work on Calvary, and was raised by the Father to the Heavenly nature and glory.

Jesus' work in the flesh is merely the beginning of the Divine Plan. His death constituted the basis of all future blessings to both Church and world. According to the Father's Plan, an elect Church was to be gathered to be associated with Jesus in His Throne. With the completion of the Church, the Kingdom will be established for the blessing of the world.

Jesus Incarnated to Teach His Disciples Certain Lessons

Emmanuel—Jesus Materialized.

After His Resurrection Jesus Incarnated to Teach His Disciples Certain Lessons

Emmanuel—Jesus Materialized.

After His Resurrection Jesus Incarnated to Teach His Disciples Certain Lessons

Emmanuel—Jesus Materialized.

THE Highwayman

He Was Fortunate In Being Loved

By F. A. MITCHEL

"You're a bad man, and I'll have nothing to do with you."

"You're a fine girl, and I'll never wed another."

"Then you'll never wed at all. Devil take the highwayman that you are."

"It's a respectable calling, far better fitted for a gentleman than letting blood and shaving faces."

This was intended for a thrust, for in those days the barber and the doctor were one and the same, and one of the craft was attentive to Margaret Doyle. She made no reply, and her lover started again:

"Or the attorney who gets people into the law and bleeds 'em."

"I might marry a surgeon barber, but never an attorney," said the girl, smiling.

"You'll marry a highwayman some day."

"I won't."

"You will."

"I won't. I'd see him hanged before I'd marry one of them."

With that she turned and went into the house. Hugh Gaunt rode away, not like a lover who had been refused, but with confidence. He knew the girl loved him and believed she would not be able for long to resist him. She was the daughter of a glovemaker, while his father had been a soldier. The tradesman or manufacturer of that day ranked but little higher than the servant, while a man at arms was considered eminently respectable. The profession of highwayman was what it has always been, outlawed, but was not of such low social grade as it is today. In that fighting age a profession involving danger was in better standing than a menial occupation like making gloves or even an attorney, for the glovemaker was but a common tradesman, and as for the attorney, he was generally considered a robber in an underhanded way.

But Tom Doyle, the glovemaker, had accumulated some property and was beginning to live in better style than one of his craft. He owned a horse and a wagon suitable to ride in and kept a serving maid. One night some

Margaret recognized him by his voice

months after Hugh Gaunt's conversation with Margaret Doyle father and daughter were returning from London, where the former had been to sell his gloves, with £30 in gold when they were suddenly stopped on the way by a masked man, who demanded their money. The glovemaker could not hold out looking into the mouth of a murderous weapon and surrendered his treasure, whereupon the robber rode off.

Now, Margaret recognized him by his voice as Hugh Gaunt. But she said nothing of this to her father, who had known who the highwayman was, would have informed upon him, and the highwayman would have been arrested and hanged. Gaunt did not know that he had robbed the father of the girl he loved, for it was dark when the robbery took place, and the next time he rode by the house, seeing her at the well, reined in and spoke to her with confidence.

"Good morrow, Mistress Doyle," he said.

"Good morrow, Mr. Highwayman," was the reply.

"I'm thinking of taking up another occupation. The road is not paying. I've got nothing for a month."

"How about the £30 you took last week?"

"Ha!"

"Perhaps you consider £30 of no account. It was much to me, for father had promised to buy me a new gown with part of it."

The face of the highwayman at this bit of information was a study, being a mingling of surprise and consternation.

"How do you know it was I who robbed you?"

"By your voice."

Gaunt took a bag from his pocket and threw it down beside Margaret.

It struck the ground with the clink of gold. They rode away without a word. Margaret left the bag lying beside the well, but later went out and took it up. Counting its contents, she found it contained more than 40 guineas. She placed what had been taken from her father in his strong box and when he came in from his work told him that the highwayman who had robbed him, suffering from an uneasy conscience, had returned the amount. The rest she put aside to be returned to Gaunt.

But she did not see the robber again for some time, and when she did he was about to pay the penalty for his crimes. He worked one region so often that a certain bishop, despairing of getting the government to rid the road of him, undertook to do the job himself. One night when it had been reported to him that Gaunt was in the neighborhood he rode out in his carriage in his canonicals, a blunderbuss concealed in each of his flowing sleeves. Gaunt, who was on the watch for plunder, seeing the carriage lights, rode up to the vehicle and demanded the occupant's money. The bishop, pretending to hand him a wallet, instead presented his blunderbuss and shot him in his right shoulder. Gaunt fell from his horse, and the bishop, assisted by his coachman, bound him hand and foot and, placing him in the carriage, drove to the nearest town, where they put him in jail.

Gaunt lay in jail till he recovered sufficiently from his wound to be taken before a magistrate for trial. Short shrift was made of his case, and he was sentenced to be hanged, drawn and quartered. The first Margaret Doyle heard of his condition was by a message from him announcing his capture, his trial and the end that awaited him. He begged her to come to see him once before he died.

Margaret's heart was a very different member from her head. She loved the highwayman, and the only reason she had not married him was that she did not respect his calling and dreaded being left a widow, especially by one who had died on the gallows. As soon as she received the news of his condition she went to see him. He was no longer the redoubtable man he was when sitting on his horse bristling with weapons. He still suffered with his wound and was thin and pale. Margaret's heart went out to him.

And yet she would not admit any other feeling than pity. She was a steady girl and always, no matter how trying the circumstance, kept her head.

"Something must be done to save you," she said.

"Nothing can save me now," he replied despondently. "I have been tried and sentenced. Only the king could pardon me, and I have no influence at court."

"Could not an attorney help you?"

"I do not see how. He would only take my money without preventing the government from taking my life. I have given those I have robbed a choice between the two. An attorney gives no choice. He takes that which is of the greater value, his client's money, leaving the government that which is worthless, his life."

That was not the present day of appeals, stays, habeas corpus and such like legal protections for accused persons, but Margaret, promising to see the doomed man again, left him with the intention of going to a notary as the only hope. She was obliged to go to London to do so and on arriving there found a man of the law who offered to tell her a way by which she might save the highwayman's life on payment of £100.

Margaret procured the money and exchanged it for his information.

All this consumed time, and she was not in possession of the secret till the day before Gaunt was to be hanged. Returning as quickly as possible, she reached the jail a few minutes before her lover was led out to the gallows, where a great crowd was waiting to see him hanged. Looking at her wistfully, he bade her farewell.

"I know a way to save you," she said, "but I can't make up my mind to it."

He gave her a look of appeal calculated to melt any woman's obduracy and asked how it could be done.

"Maybe I can make up my mind to it before you're swung off," she replied. "If I save you will you promise to live an honest life forever afterward?"

"I will."

When they reached the gallows and all the preliminaries had been complied with the hangman adjusted the rope and was about to swing off the culprit when Margaret cried:

"Hold! I claim this man for my husband."

The sheriff raised his hand to the executioner to desist and, turning to the crowd, asked if there was a judge or an attorney present. The judge who had tried the prisoner was there, and the sheriff asked him if there was any right in law in Margaret's demand.

"Yes," said the judge, "there is a law of the land that if a woman will marry a man condemned to death he shall go free."

And so it was that Margaret and her lover were married on the scaffold and the crowd that had come to witness an execution saw a wedding.

After all was over and the bride and groom were at home the latter said to his wife:

"Margaret, you said once that before you would marry a highwayman you would see him hanged."

"I did. I have kept my word. Had you not promised to reform you should have swung off for all me."

"And you didn't favor the man of the law?"

"Nor do I now. He saved your life, but he charged £100 for doing it. If I could not have raised the money you would have had to swing."

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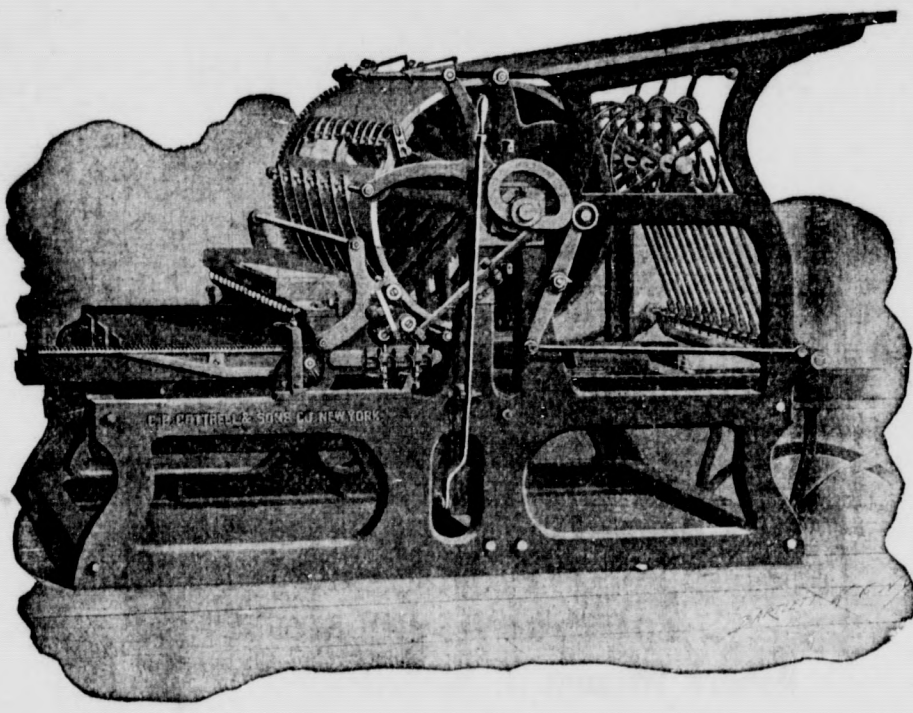
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THE



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Reasonable Prices Good Workmanship

OCEAN SHORE RAILROAD

Sundays only		Daily		Daily		Daily except Sunday		Distance from S. F.		TIME TABLE No. 26 November 2, 1913 STATIONS		Daily except Sunday		Daily		Daily except Sunday		Sundays only		Sundays only	
8:10	5:35	10:00	8:10	0	SAN FRANCISCO	7:30	2:30	4:15	5:00	8:40		7:30	2:30	4:15	5:00	8:40		7:30	2:30	4:15	5:00
8:25	5:50	10:15	8:30	2.5	Shops	7:45	2:45	4:30	5:15	8:55		7:45	2:45	4:30	5:15	8:55		7:45	2:45	4:30	5:15
8:33	5:59	10:23	8:40	5.4	Oroville	7:57	2:57	4:42	5:27	9:07		7:57	2:57	4:42	5:27	9:07		7:57	2:57	4:42	5:27
8:37	6:03	10:27	8:44	7.1	Palmetto	8:03	3:03	4:48	5:33	9:13		8:03	3:03	4:48	5:33	9:13		8:03	3:03	4:48	5:33
8:39	6:05	10:29	8:50	7.6	DAILY CITY	8:05	3:05	4:50	5:35	9:15		8:05	3:05	4:50	5:35	9:15		8:05	3:05	4:50	5:35
8:46	6:12	10:36	9:00	9.9	Thornton	8:12	3:12	4:57	5:42	9:22		8:12	3:12	4:57	5:42	9:22		8:12	3:12	4:57	5:42
8:52	6:19	10:41	9:06	11.9	Muscat Rock	8:18	3:18	5:03	5:48	9:28		8:18	3:18	5:03	5:48	9:28		8:18	3:18	5:03	5:48
8:55	6:22	10:44	9:10	13.1	Edgemoor	8:21	3:21	5:06	5:51	9:31		8:21	3:21	5:06	5:51	9:31		8:21	3:21	5:06	5:51
8:59	6:26	10:48	9:16	14.3	SALADA	8:25	3:25	5:10	5:55	9:35		8:25	3:25	5:10	5:55	9:35		8:25	3:25	5:10	5:55
9:00	6:28	10:49	9:19	14.8	Brighton	8:26	3:26	5:11	5:56	9:36		8:26	3:26	5:11	5:56	9:36		8:26	3:26	5:11	5:56
9:03	6:31	10:53	9:23	16.0	Valemar	8:29	3:29	5:14	6:00	9:39		8:29	3:29	5:14	6:00	9:39		8:29	3:29	5:14	6:00
9:05	6:33	10:55	9:25	16.6	Rockaway	8:31	3:31	5:16	6:02	9:41		8:31	3:31	5:16	6:02	9:41		8:31	3:31	5:16	6:02
9:11	6:39	11:01	10:04	18.1	TOBIN	8:37	3:37	5:22	6:08	9:47		8:37	3:37	5:22	6:08	9:47		8:37	3:37	5:22	6:08
9:14	6:42	11:04	10:07	18.9	Ransome	8:40	3:40	5:25	6:11	9:50		8:40	3:40	5:25	6:11	9:50		8:40	3:40	5:25	6:11
9:22	6:50	11:12	10:15	21.1	Green Canon	8:48	3:48	5:33	6:19	9:58		8:48	3:48	5:33	6:19	9:58		8:48	3:48	5:33	6:19
9:26	6:54	11:16	10:30	22.8	Montara	8:52	3:52	5:37	6:23	10:02		8:52	3:52	5:37	6:23	10:02		8:52	3:52	5:37	6:23
9:28	6:56	11:18	10:33	23.0	FARALLONE	8:54	3:54	5:39	6:25	10:04		8:54	3:54	5:39	6:25	10:04		8:54	3:54	5:39	6:25
9:32	6:59	11:22	10:38	24.1	MOSS BEACH	8:58	3:58	5:43	6:29	10:08		8:58	3:58	5:43	6:29	10:08		8:58	3:58	5:43	6:29
9:33	7:00	11:24	10:39	24.4	Marine	9:00	4:00	5:45	6:31	10:10		9:00	4:00	5:45	6:31	10:10		9:00	4:00	5:45	6:31
9:37	7:04	11:28	10:43	26.0	Princeton	9:04	4:04	5:49	6:35	10:14		9:04	4:04	5:49	6:35	10:14		9:04	4:04	5:49	6:35
9:38	7:05	11:30	10:44	26.5	North Granada	9:05	4:05	5:50	6:36	10:15		9:05	4:05	5:50	6:36	10:15		9:05	4:05	5:50	6:36
9:40	7:06	11:31	10:46	27.1	Granada	9:07	4:07	5:52	6:38	10:17		9:07	4:07	5:52	6:38	10:17		9:07	4:07	5:52	6:38
9:42	7:08	11:32	10:54	27.6	SO. GRANADA	9:09	4:09	5:54	6:40	10:19		9:09	4:09	5:54	6:40	10:19		9:09	4:09	5:54	6:40
9:43	7:09	11:34	10:57	28.1	Miramar	9:10	4:10	5:55	6:41	10:20		9:10	4:10	5:55	6:41	10:20		9:10	4:10	5:55	6:41
9:50	7:15	11:40	11:14	30.2	HALF MOON	9:17	4:17	6:02	6:48	10:27		9:17	4:17	6:02	6:48	10:27		9:17	4:17	6:02	6:48
10:05	7:30	11:55	11:20	30.8	Alejo	9:32	4:32	6:17	6:53	10:42		9:32	4:32	6:17	6:53	10:42		9:32	4:32	6:17	6:53
10:10	7:30	11:59		32.6	Fairhaven	9:37	4:37	6:22	7:00	10:47		9:37	4:37	6:22	7:00	10:47		9:37	4:37	6:22	7:00
10:15	7:33	12:05		34.3	Purisima	9:42	4:42	6:27	7:05	10:52		9:42	4:42	6:27	7:05	10:52		9:42	4:42	6:27	7:05
10:17	7:34	12:07		34.8	Salinas	9:44	4:44	6:29	7:07	10:54		9:44	4:44	6:29	7:07	10:54		9:44	4:44	6:29	7:07
10:23	7:38	12:13		36.1	Lobos	9:50	4:50	6:35	7:13	11:00		9:50	4:50	6:35	7:13	11:00		9:50	4:50	6:35	7:13
10:30	7:43	12:20		38.0	TUNITAS	9:57	4:57	6:42	7:20	11:07		9:57	4:57	6:42	7:20	11:07		9:57	4:57	6:42	7:20

ROUND THE WORLD

Jersey City, N. J., is now under commission government.
Ostriches and alligators are raised in incubators in South Africa.
Philadelphia has 547 vacant lots under cultivation by poor families.
A cloud of locusts brought an air man to the ground in France recently.
A woman suffrage directory will be published in New York by Anna Dowling.

Los Angeles had a rain June 26, the first instance of the kind on that date in thirty-five years.
The egg production of this country increased from 450,000,000 in 1880 to 1,300,000,000 in 1912.
A furniture museum is being organized in London for the benefit of furniture designers and builders.
A machine for drying whey and converting it into powder for food has been invented by a New Yorker.
Culebra slides began to be troublesome as long ago as 1884, when the French were working in the cut.
One factory in Ohio uses 10,000,000 feet of poplar and oak lumber annually, producing 300,000,000 bungs a year.
The number of cattle in this country has decreased in recent years, while the poultry flock has grown larger.
An Ohio judge suggests that brides to be should submit samples of their cooking with their applications for a license.
The oldest town in Alaska is Unalakleet. It was settled in 1778. Its population, according to the last census, was 281.
Apple growers in the state of Washington are planning to sell their crops in Colombo, Singapore, Calcutta and Hongkong.
Louisville (Ky.) grocers who keep their stores properly clean are rewarded with certificates of merit by the Housewives' league.
A potato shortage in England caused prices to advance June 1 in Manchester to \$30 per ton against \$12.90 at the same time last year.
A Siam government savings bank has been established to encourage thrift among the people. Interest of 2 per cent is paid on call deposits and 3 per cent for six months' deposits.
A portable searchlight supplied with gas from a tank carried on a man's back has been invented to enable firemen to see the tops of poles at night without having to climb them.
Superintendent William H. Maxwell of New York city has a record of more than a quarter of a century in a professional administrative position in New York if his term in Brooklyn be included.
There are 3,664 establishments in Brazil engaged in the textile industry, principally cotton goods. The number of operators employed is about 168,700 and the value of the output \$275,000,000 annually.
A French scientist who has combined the motion picture camera and X ray apparatus into one instrument, by which the processes of internal organs may be studied, has given it the name of biorenograph.
Using mercury vapor lamps in her greenhouse, a Scotchwoman horticulturist not only forces seeds to sprout and plants to grow in half the usual time, but also produces greater depth of color in the vegetation.
The average output of coal to each person employed in the industry in the United States is a little more than 600 tons, in the United Kingdom 260 tons, in Germany 240 tons, in France 188 tons and in Belgium 164 tons.
After an investigation, made under the direction of the Liverpool Anti-Sweating league, the statement is made that there are 50,000 women at work in factories, shops, warehouses, etc., who make less than \$3.15 a week.
Not many years ago Russia was a strong rival of the United States in the production of petroleum. Now the Russian empire yields only about 68 per cent as much oil as California alone and not much more than Oklahoma.

Sault Ste. Marie still maintains its reputation for being one of the great est ports in the world. The shipping that passed through its canal in the last twelve months is reported to have exceeded that of the Suez canal by 5,000,000 tons.
Famine seriously threatening, continued drought having prevented the planting of crops, the Chinese in Honan district have taken their gods out of their temples and set them in the sun to bake until they appreciate the need of rain.
After four years of litigation a Tokyo court has affirmed the decision of a lower Japanese court, which in 1908 sentenced every inhabitant of the village of Shimidzu to from six to fourteen months' imprisonment for cutting trees in the imperial forests of Yaguchi.
According to the Mining Journal, London, experiments made to bring aluminum to a liquid condition so that it may be spread when cold over any dry surface have, according to the German press, been crowned with success. The composition is applied like paint with a brush and looks when spread like a dull silver coating.
La Fortuna factory, at Madrid, for the manufacture of crackers, chocolates and candy, which was recently opened, covers an area of 92,000 square feet, 12,000 square feet being occupied by four great furnaces, each forty-three feet in length. The daily output of the factory is 4,000 pounds of block chocolate, 11,000 pounds of biscuit and crackers and 7,000 pounds of fancy chocolates.

The Blackbird — A Mystery Solved

By CLARISSA MACKIE

The manager of the Sloan Detective agency pressed a button as he hung up the telephone receiver.
"Send Birch in," he ordered as a shock-headed office boy appeared.
"Yes, sir."
Almost instantly the door opened to admit a broad-shouldered young man, alert of manner, with keen gray eyes and resolute mouth.
"You wish to see me, Mr. Sloan?" he asked.
The other nodded. "Sit down there, I say, Bob, there's been another one of those confounded murders. It's Hinman, the banker, this time."
"Josiah Hinman?" Birch's eyebrows went up. "Our greatest philanthropist and the most harmless of men! What are the details, sir?"
"Oh, same as the other three. He was found murdered in his bed this morning. Doors of the house locked, no signs of windows being tampered with, servants all old retainers, not an enemy in the world that we know about, and yet found dead by his valet."
"How was it done?"
"In just the same manner as Flickinger, the railroad king, and Benson, who was, as you remember, Flickinger's right hand man—stabbed through the heart with a dagger of foreign make. I'm going up there, and I want you to come on with me."
"You know I'd like nothing better," returned the other eagerly. "Mr. Hinman was very kind to me when I was a boy. He gave me my first chance in the world."
"I know. He's helped a lot of other people too. He was a fine old chap."



SAW FOOTPRINTS IN THE DUST.
Funny how they've picked out three men all interested in the L. B. M. railroad. I've no doubt the same gang turned the three tricks."
"There wasn't a clew in the other two cases," mused Birch as the manager's automobile stopped before a handsome stone house on the finest avenue of the small city.
In five minutes they were in the death chamber of the mansion and Sloan was rapping out questions to the agitated valet faster than the man could find replies. When the interview was concluded they were not much wiser than before.
"I have not touched a thing, nor has the doctor," ended Blunt fearfully. "He must have been asleep, for the papers were folded on the bedside table, as was his custom, and the light was out, although the murderer might have done that."
"Very true," said Sloan. "Now, my man, if you will leave us alone."
Blunt went out and closed the door, and the two detectives were left alone in the room from which Mr. Hinman's body had been removed a short while after their arrival. The two men had diligently searched the luxurious apartment and after that every room in the house, and now they stood silently regarding the only clew at hand.
The slender, blood-stained dagger.
"What data have you concerning the Flickinger and the Benson cases?" asked Sloan.
Birch referred to his memorandum book.
"The most important is that I learned that four men who had been discharged by the railroad company had threatened harm to Mr. Flickinger and his secretary. I could find no trace of these men. It was said that one of them was really a titled foreigner down on his luck, that he had passed through all the phases of good and bad fortune and he had failed to make good."
"I guess he's the man we're after," said Sloan. "What name?"
"Van Benjideck."

"You've searched every room in the house, Birch?"
"Yes, and had a man to take records of all finger prints. I say every room in the house. There's one place I've been through, and I've a notion to go there again. Come with me."
Sloan followed Birch through the hall and up a flight of stairs to the third floor, where there were several bedchambers and a billiard room under the mansard roof. From the passage a door led into an open attic that ran across the back of the house. A window at the back overlooked the wing containing the servants' quarters, and overhead was a trapdoor leading to the roof. A narrow ladder led to the trapdoor.
From the doorway where they stood they could see that the dust of the floor was untracked near the window, and any hope that the murderer might have gained the roof of the wing and entered the house by the attic window was at once dispelled.
Suddenly Birch touched his chief's arm. "Look there, sir!" he whispered.
Sloan bent his keen eyes to the floor and saw the trace of footprints in the dust. Some one had passed from the ladder to the passageway and gone back again. Instantly Birch had made a detour so as not to disturb the telltale marks with his own boots and he was up the ladder and was lifting the trapdoor.
"Unfastened, sir," he reported; "evidently pried up from the roof—lock broken."
He passed up on to the roof, and Sloan followed.
The large expanse of flat, tin roof was surrounded by a fanciful iron railing. In one place the railing had disappeared. There was a gap of perhaps fifteen feet. Birch crept to the edge of the roof and peered over.
"Funny thing," he commented; "that iron railing is down on the ground there—looks as though it had recently fallen. Let's have Blunt up here." He fetched the valet, and the two detectives pointed out the broken railing to the astonished servant.
"But, 'sir,' he protested, 'I am sure it was not broken yesterday, because the gardener would have removed it. He cut the grass yesterday and cleaned up the yard thoroughly. You see, it has fallen directly underneath the library windows, and some of it sticks right up in the turf.'"
"You heard no sound in the night, you are sure?"
"I am sure, sir. I sleep in the wing yonder, and at the head of my bed is a bell that connects with Mr. Hinman's room. One of the servants in the house next door was coming home from a party very late last night or early this morning, and she declares she saw a big blackbird hovering over this house. She is very superstitious, sir, and I suppose she's imagined that since hearing of the murder."

"Very likely," said Sloan in a peculiar tone, and his eyes met those of his young assistant with a significant glance. "Thank you, Blunt. That will do for the present."
When the valet had disappeared down the trapdoor Birch dropped to his knees and made a searching examination of the roof. In the slight layer of dust some clew might be found.
"It's here, sir"—he looked up with a smiling face—"the tracks of the 'big blackbird.' And the discovery reveals how the other two murders were committed."

Sloan knelt down beside him and watched the movement of Birch's fingers as he pointed out the tracks made by the rubber-tired landing wheels of an aeroplane. When the machine had made its departure it had carried away fifteen feet of the ornamental railing from the roof.
"Find a foreigner who answers to the description of Van Benjideck. If he is a skilled aviator he's your man," was Sloan's decision.
"You remember that the residence of Mr. Flickinger is of this same type—flat roof and so forth?" questioned Birch as they returned to the office.
"I remember, and I also recollect that Thomas Benson lived at the Hotel Batwell, and his room was in the annex, a flat-roofed wing."
Once in the office Sloan picked up the afternoon edition of a New York newspaper. Suddenly he uttered a sharp exclamation and pointed to a glaring headline on the front page.
"You won't have to look any further, Birch! Your man's found and lost—gone to his reward! Listen to this:
"Another daring aviator met death early this morning in some unknown manner. Rudolf Benjideck, well known as a fearless flier, was found crushed to death under the body of his heavy aeroplane on the grounds of the Broadbrook Country club. It is not known at what moment or under what circumstances Benjideck met his death, but it is supposed that he was trying out the big machine which he recently purchased. An investigation is being made into the matter."
Robert Birch had arisen and was buttoning his coat.
"I'll be there at that investigation," he said grimly.
Two days afterward he returned to the office with a chain of evidence that left no doubt that the unlucky aviator had been the murderer of the three men, whom he believed had worked him harm. The shoes he had worn corresponded in every detail with the footprints found in the attic of the Hinman house, and in his pockets were found not only Mr. Hinman's jewelry, but diamonds that were afterward identified as the property of James Flickinger.
There was nothing left to do in the matter. Retribution had overtaken the murderer before he could make use of his guilty gams. The "big blackbird" had proved a bird of evil omen to him.

CONVICT WORK ON PUBLIC HIGHWAYS

Majority of States Now Use Prison Labor.

DISCARD CONTRACT SYSTEM

During the Present Year Thirteen States Have Passed Laws Allowing the Use of Convicts in the Construction and Repair of Roads.

Thirteen states have passed laws during the present year allowing the use of convicts in the construction and repair of highways, according to a compilation by Dr. E. Stagg Whitin, assistant in social legislation in Columbia university and chairman of the executive committee of the national committee on prison labor. They are Arkansas, Delaware, Florida, Illinois, Indiana, Kansas, Maine, New Jersey, North Dakota, Pennsylvania, Vermont, West Virginia and Wisconsin. As many other states had previously passed similar legislation, but few of the forty-eight states have not adopted the policy of using prisoners to build and maintain public roads.
West Virginia and Iowa are the two states whose laws regarding the working of convicts on highways stand out most prominently. So anxious was the governor of the former state to secure an effective law that he went to New York and with the assistance of representatives of the national committee on prison labor, of the road department of Columbia university and of the legislative drafting bureau worked out bills making compulsory the employment of convicts on the roads. The West Virginia law authorizes the county courts to make appropriations out of road funds for convict work; it states that the court shall sentence any male person over sixteen to road work instead of to the county jail; persons charged with misdemeanors unable to furnish bail shall work



CONVICTS AT WORK ON A STATE ROAD.

on the roads and if acquitted when tried shall be paid 50 cents a day for each day's work they perform; justices of the peace shall sentence to work on the roads persons convicted of crime whom otherwise they would send to the county jail.
Another feature of the West Virginia law is the establishment of a state road bureau to supervise any plans proposed by a county for using prison labor in road building. The plans approved, the county shall apply to the board of control for the number of prisoners required and shall state the length of time they shall be needed. The board shall, as far as possible, give equal service to each of the counties and shall determine which prisoners may be assigned to such work. The warden is to provide suitable and movable quarters, which shall be built, where possible, by convict labor. The convicts shall remain under direct control of the warden, their work, however, being under the supervision of the road bureau.
In Iowa the board of control of the state institutions with the advice of the warden of any penal institution, may permit able-bodied male prisoners to work on the roads. The law specifically states such labor shall not be leased to contractors. A prisoner opposed to such work, or whose character and disposition make it probable that he would attempt escape or be unruly, is not to be worked on the highways. Although the prisoners are under the jurisdiction of the warden while building or repairing roads, their work is supervised by the state highway commissioner. Prisoners employed on the highways of Iowa receive such part of their earnings above the cost of their keep as the board deems equitable, the earnings either being funded or given to their dependent families. Before Iowa passed her present prison labor laws, George W. Cosson, attorney general of the state, made a thorough investigation of the prisons of his own and other states, and strongly denounced the contract system, under which the prisoners were employed up to that time. Mr. Cosson drew up the road bill and is of the opinion it will do much to drive the contract system out of the state.

VERTS LABOR TROUBLES.

Conciliation an Ideal Method of Adjusting Industrial Disputes.

Methods used in settling labor disputes in New York city by means of conciliation and arbitration are discussed at length in a bulletin issued by the United States Department of Labor to outline a scheme for adjusting controversies between capital and labor.

The New York plan applies to thirty-one employers' associations, representing a membership of more than one thousand firms, and trade unions representing 90,000 members. It is stated that approximately 13,000 building operations each year, with an annual expenditure of \$200,000,000, are affected.

The report says that conciliation and arbitration agreements between employers' associations and unions in the building industry in New York city have been in effect for more than twenty-eight years, with varying success. The agreement to which the bureau's study is devoted came into operation in July, 1903, and, while it formally expired in July, 1910, disputes within the industry are by mutual agreement still settled practically according to the provisions of the original plan.

"According to the method of procedure under the agreement," says the bulletin, "the secretary was expected in the first instance to exhaust every possible means to effect a settlement by conciliation. If this method failed the complaint, formally made in writing, was referred to the executive committee of twelve members. The executive committee must then meet within twenty-four hours and endeavor to adjust the dispute. If the question at issue was found to be a matter for arbitration a special arbitration board of four members was organized. This special board was empowered to call in an umpire to assist in carrying out its duties."

In conclusion the report says that the plan of arbitration must be regarded as having proved highly successful, and that the general strike has been almost eliminated, that wage rates have gradually increased and jurisdictional disputes have been settled on a more nearly equitable basis than ever before, and that instead of the former heated controversy often leading to open warfare there has appeared a desire on the part of both parties to settle grievances peacefully and on the basis of the facts presented.

CAN'T BE DELIVERED.

Vote of Organized Labor is Independent and Uncontrolled.

Samuel Gompers, president of the American Federation of Labor, before the house lobby committee, denied that he had promised to swing the "labor vote" of more than 2,000,000 to any one in the national campaign of 1908 and admitted that he could not and would not attempt to deliver that vote. He might have gone further and frankly confessed that there is no "labor vote."

In every campaign certain politicians and labor leaders cultivate the illusion that because large numbers of men work with their hands and belong to unions they can be voted for one candidate or another like a political district club. But it never works out that way at the polls. After the returns are all in nobody can say how the carpenters or bricklayers or metal workers or trainmen cast their votes. No one has ever been able to deliver the vote of organized labor or control any considerable part of it.—New York World.

Not Wholly Selfish.

When the garment workers strike for sanitary shops they are saving all society from the danger of clothes reeking with disease. When railroad employees fold their arms and refuse a working day so long that they are in danger of nodding in sleep past the signals they are saving all classes. The bakers' union, struggling against exploitation by the great bread making corporations, is fighting that all the people shall have cheaper and cleaner bread. Thus, though the workers' struggle is for themselves, it cannot be a purely selfish one.—Life and Labor.

Miners' Increase Phenomenal.

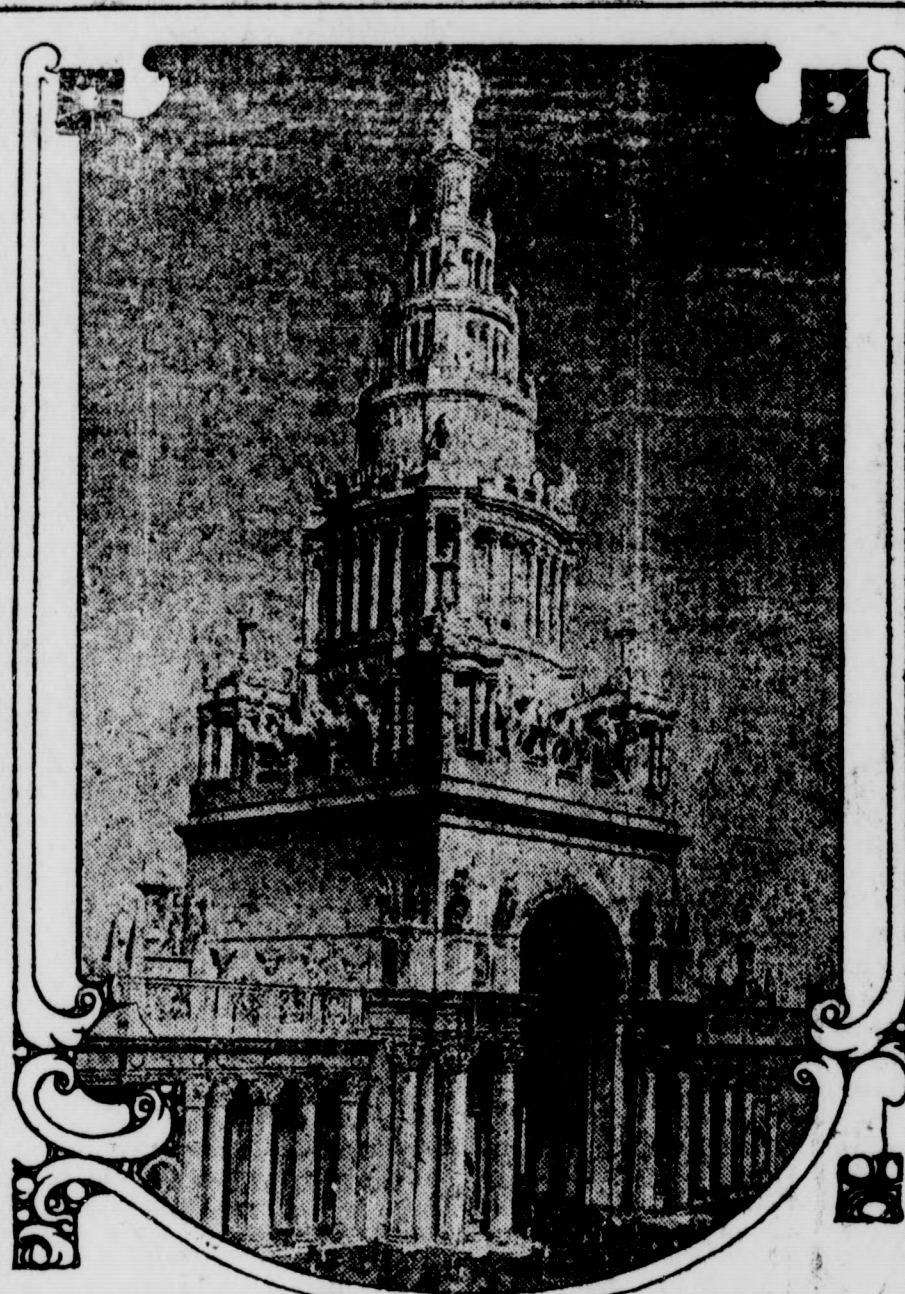
"The growth of our union has been phenomenal within the last year," says John P. White, general president of the United Mine Workers of America, "its membership having been increased by more than 100,000 new members. Our membership is now more than 400,000. In the month of February of the present year our paid up membership reached the high water mark of 399,809. For that same month there were exonerated from the payment of dues, in accordance with our laws, 13,149 members, making a grand total of 412,959 members."

TRADE UNION NOTES.

The Women's Political League of California announces that the union label will appear upon its official publication. Boston Bricklayers' union has decided to ask the International to consider establishing an old age pension system.

Franklin K. Lane, secretary of the Interior department, is an honorary member of Typographical union No. 21, San Francisco.

A federation of railroad employees' organizations is being formed in this city. Under the plan, so as not to conflict with the American Federation of Labor, no organizations belonging to the American Federation of Labor will be eligible to join.



Copyright, 1913, by the Panama-Pacific International Exposition Co. Photo by W. W. Swadley, staff photographer.

A MARVELOUS SETTING FOR SCULPTURE AT THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION, SAN FRANCISCO, 1915.

THE dominating architectural feature of the exposition, the superb Tower of Jewels, which will command the south entrance of the Court of Sun and Stars at the Panama-Pacific International Exposition in San Francisco in 1915. This tower, 480 feet in height, will have a base one acre in extent. The tower will rise upward in terraces, giving way at last to a group of figures supporting a globe, typifying the world. The repeated figures of armored horsemen and of explorers of the ocean will be used on the tower, which, with its statuary, mural paintings and mosaics, will be indescribably beautiful. Messrs. Carrere & Hastings, architects in chief of the Pan-American Exposition at Buffalo in 1901, are the architects.

REALTY TRANSFERS

San Mateo Investment Co. to Victor Patterson, portion block 31, Eastern Addition to San Mateo.

M. V. Stutuar and wife to heirs of Thos. Ambrose, lot 7, block 44, East-Addition to San Mateo.

Shore Line Investment Co. to H. B. Scott, lot 3, block 77, Granada.

H. de W. Kittle to H. S. Hutchings, lot 17, block 24, Eastern Addition to Burlingame.

Hensley-Green Co. to A. Marshall, Jr., lot 37, block 1, San Bruno Park.

Shore Line Investment Co. to Marion E. Dawson, lot 10, block 58, Granada.

A. L. Pierce and wife to Anne S. Von Krazmer, lot 12, block 10, Belle Air Park.

A. G. Stoll to G. M. Hunken, undivided one-half interest in lots 9 to 13, block 55, lots 32 and 33, block 52, and lots 25 and 26, block 54, North Fair Oaks.

H. M. Marwell and husband to M. Almon, lot 186, West End Homestead.

Ocean Shore Development Co. to F. W. Newman, lot 19, block 19, Marine View Terrace.

Ocean Shore Development Co. to N. R. Spangler, lot 9, block 23, Marine View Terrace.

Isaac Voorhies to Katherine B. Mix, lots 41 and 42, block 59, Dumbarton.

A. G. Loughery et al to J. Johnston, lots 18 and 19, block 3, subdivision A, Wellesley Park.

P. F. McKinnery and wife to J. Capella and wife, north one-half of lots 1 and 2, block 7, Range C, Mezesville.

R. H. Smith to W. H. Adamey and wife, lot 32, block 4, Huntington Park.

Anglo-California Trust Co. to C. P. Weeks, lots 7 to 11 and 28 to 31, block 25, lots 30 to 33, block 4, Am. Belle Air Park.

C. G. Johnson to W. E. Vail, lots 37 and 38, block 29, Vista Grande.

Beatrice E. Gilligan to C. Godley,

lot 48, block 9, Crocker Tract. Half Moon Bay Land Co. to W. J. Bockwitz, lots 1 and 2, block 14, Highland Park.

J. T. Hinck and wife to S. R. Davis, lot 47, block 4, Hillcrest.

Pulgas Land Co. to E. W. Magruder north one-half of lot 9, Gray Tract.

Ole Johnson and wife to S. Pond, 31.98 acres, Pulgas Rancho.

R. J. Young and wife to D. F. De Bernardi, portion lot 15, San Mateo Land Association.

Atlas Land Co. to F. A. Dole, lot 17, block B, Redondo Beach.

Hensley-Green Co. to C. O. Myers, lot 9, block 6, San Bruno Park.

J. E. Hunt to W. J. Morgan, lots 5 and 6, block 8, lots 10, 11 and 12, block 15, lots 39, 40 and 41, block 15 Wave Crest.

W. J. Morgan to Dalton Investment Co., portion blocks 12, 11, 14, 8, 13 and 15, Wave Crest.

Nellie B. Smith and husband to A. W. Gunn, portion Western Addition to San Mateo.

L. Centlivre to C. F. Centlivre et al, lot 6, Half Moon Bay Colony Tract.

A. G. Stoll to A. A. Cavagnaro, undivided one-half interest in lots 9 to 14, block 55, lots 32 and 33, block 52, lots 25 and 26, block 54, North Fair Oaks.

Ocean Shore Development Co. to W. H. Gerlach, lot 8, block 24, Marine View Terrace.

Ira M. Cobe and wife to R. D. Farmer, lots A, 7 and 8, block 7, Burlingame Terrace.

K. Melrose and wife to C. K. Melrose, portion lots 18 and 19, San Mateo Park, subdivision 1.

R. H. Smith to R. Goldschmidt, lots 4 and 19, block 2, Huntington Park.

South San Francisco Land and Improvement Co. to P. J. Pratt, south one-half of lot 17, block 127, South San Francisco.

Etta M. Kelting to W. G. Kelting, lot 7, block 7, Wellesley Park.

R. H. Smith to C. Dearr and wife, lots 35 and 36, block 8, Huntington Park.

APPRAISERS APPOINTED

The following table gives a list of good tides for abalones over on the San Mateo county coast:

Date	Time	Tide
December 23	1:59 p. m.	0 1
December 24	2:52 p. m.	-0 6
December 25	3:42 p. m.	-1 0
December 26	4:28 p. m.	-1 3
December 27	5:13 p. m.	-1 3
December 28	5:55 p. m.	-1 2
December 29	6:36 p. m.	-0 9

Judge Buck has appointed R. F. Chilcott inheritance tax appraiser of the estate of Sarah A. Thornton, deceased.

Judge Beck has appointed R. F. Chilcott appraiser of the estate of Effie M. Dicerman, deceased.

The Illinois child labor law has been declared constitutional by the Supreme Court of the United States.

Advertise in the Local Paper

Of all forms of advertising there is nothing equal to an attractive display ad in the local paper to produce the desired results. Many a business man has tried every other plan of advertising only to recognize at last that a paper read by the community is the best form of telling the public what one has to offer. At one time signs, big and little, erected in almost every conceivable place, were largely used, but their principal effect was to disfigure the landscape. The ad in the local paper possesses every advantage that other forms of advertising have and many more that they cannot possibly possess. It is read not when people are whirling through space in an auto or speeding along in a railway car, but at one's leisure in one's own home. It is read by nearly everybody and its form can be as frequently changed as one may desire.

COUNTY CORRESPONDENTS WANTED

[Advertisement]

OPPOSED TO UNIONISM

Union men and their friends do not patronize the following:

Campbell, electrician, Burlingame
R. LaRue, Plumbing, San Bruno
George Beals, plasterer, San Mateo
Zwick, bld'g contractor, Burlingame
J. H. Rockingham, building contractor, Burlingame.

Bradwick, contractor, Burlingame.
John Vickerson, building contractor, Burlingame.

Fulton, building contractor, Burlingame.
John Lee, building contractor, San Mateo.

King, sign painter, Belmont.
McMahon, electrical contractor, Burlingame.

Madden, plumber, Burlingame.
Joseph Parody Company.
W. C. Barrack Building Co.

Baird Bros., contractors and builders, Redwood City.

Union men please take notice

BUILDING TRADES COUNCIL OF SAN MATEO COUNTY

BUILDING TRADES COUNCIL

President—J. H. Flynn.
Vice-president—Patrick Keary.
Rec. Sec.—Edward Brady.
Fin. Sec.—Treas.—C. H. Morrison.
Business Agent—A. S. Brown.
Meets every Thursday evening at 8.

J. J. Martin J. M. Custer
702 Market St., San Francisco
Handle Real Estate in all its branches

WANTED:
1 to 5 acres on the State Highway
FOR SALE:

\$1600 House, 7 rooms, Third Addition, \$15 monthly
20 acres near Stockton
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Mrs. Lewis' Home, 5 rooms, 2 lots
J. M. CUSTER
San Bruno California

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ARTIST
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NEAR Valencia
Formerly 1148 Market St.
SAN FRANCISCO

Pictures of all kinds made and framed to order
Finest Children's and Profession Work in the City

S. P. TIME TABLE

IN EFFECT NOVEMBER 16, 1913

To San Francisco		Fr. San Francisco	
Leave San Mateo	Arrive S. F.	Leave S. F.	Arrive San Mateo
AM	AM	AM	AM
5:48	6:30	4:25	5:06
6:24	7:05	5:00	5:41
6:41	7:25	5:15	5:56
6:57	7:45	5:30	6:11
7:22	8:00	5:45	6:26
7:45	8:20	6:00	6:40
8:07	8:40	6:15	6:54
8:25	9:00	6:30	7:12
9:05	9:40	6:45	7:27
9:36	10:10	6:55	7:37
11:04	11:40	7:30	8:10
11:57	12:30	8:00	8:40
12:46	1:25	8:15	8:55
2:44	3:25	8:30	9:10
3:25	4:00	8:45	9:25
4:58	5:30	8:55	9:35
5:12	5:50	9:10	9:50
6:50	7:20	9:25	10:05
7:03	7:45	10:05	10:39
7:28	8:00	11:45	12:20
8:32	9:05		
11:22	11:55		

*Daily ex. Sunday—x connect at San Jose with Coast Line trains to Los Angeles—Stop on Flag for points South of San Jose.

Lumber
Windows
Doors
Frames
Tanks
Cement
Lime
Plaster

Pioneer Auto
Delivery

Bth Tubs
Toilets
Lavatories
Nails
Paints—Oils
Glass
Sewer Pipe
Patent Chimneys

SPRING VALLEY LUMBER YARD

LUMBER

Mill Work, Hardware
And
Plumbing Material

Phones Mission 253
Mission 254

2401 San Jose Avenue

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The San Francisco Clearing House Association
Associated Savings Banks of San Francisco

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Capital Paid In 1,250,000.00
Surplus and Undivided Profits 299,068.69
Resources Over 14,000,000.00

SAN MATEO COUNTY BRANCH

Formerly

SAN MATEO BANK

Cor. B St. and Third Ave.

San Mateo

A general Banking, Exchange, Loan and Collection Business transacted.
Foreign and Domestic Exchange bought and sold. Interest at current rates paid on Savings and Time Deposits. Safety Deposits Boxes to rent at \$1.00 per year.

LOCAL ADVISORY BOARD

Robert Wisnom, J. H. Coleman C. W. Elfing

Patronize Advertisers

NOTICE TO TAX-PAYERS TAXES 1913

Notice is hereby given that the Assessment Books of the County of San Mateo (real and personal) for the fiscal year 1913, have been received and the taxes on all personal property and one-half of the taxes on all real property are now due and payable and will be delinquent on the Last Monday in November, 1913, at 6 o'clock P. M.

And unless paid prior thereto, 15 per cent will be added to the amount thereof. If the said first installment of taxes be not paid before the Last Monday in April, 1914, at 6 P. M., an additional 5 per cent will be added to the amount thereof. The remaining one-half of the taxes on real property will be payable on or after the First Monday in January, Next thereafter, and be delinquent on the Last Monday in April, 1914, at 6 o'clock P. M. and that unless paid prior thereto 5 per cent will be added to the amount thereof.

All taxes may be paid at the time the first installment, as herein provided, is due and payable.

If deed to your property was not recorded before March 1st, 1913, your name will not appear on assessment roll this year.

I will be in attendance to receive taxes at the following places and times:

Pescadero, Wednesday, October 22d, at Swanton House, from 1 p. m. to 5 p. m.

San Gregorio, Thursday, October 23d, at E. Montevaldo's, during forenoon.

Halfmoon Bay, Saturday, October 25th, at Bank of Halfmoon Bay, from 9 a. m. to 3 p. m.

South San Francisco, Wednesday, October 29th, at Town Hall, from 10 a. m. to 4 p. m.

San Bruno, Thursday, October 30th, at Justice Court Room, from 10 a. m. to 3 p. m.

Daly City, Saturday, November 1st, at Town Hall, from 9 a. m. to 4 p. m.

Colma, Monday, November 3d, at Belli's Store, from 10 a. m. to 3 p. m.

Burlingame, Wednesday, November 5th, at Town Hall, from 9 a. m. to 4 p. m.

San Mateo, Friday and Saturday, November 7th and 8th, at City Hall, from 9 a. m. to 4 p. m.

First Installment Taxes Delinquent November 24, at 6 p. m.

Address all communications regarding State and County taxes to A. McSWEENEY, County Tax Collector, San Mateo County. REDWOOD CITY, CAL.